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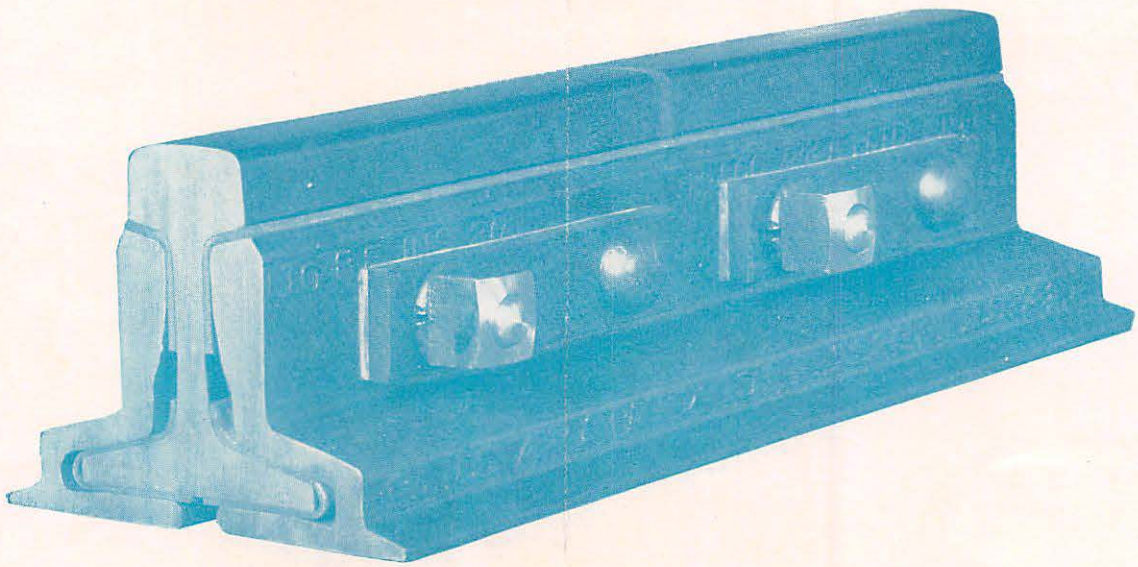

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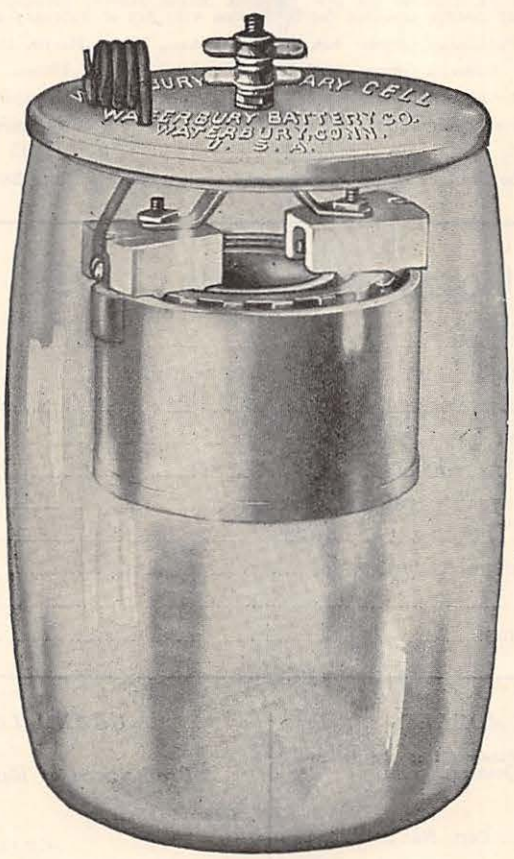

The Waterbury Battery Company

Waterbury, Conn.

Volume XII

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D. W. Helt, Editor and Manager

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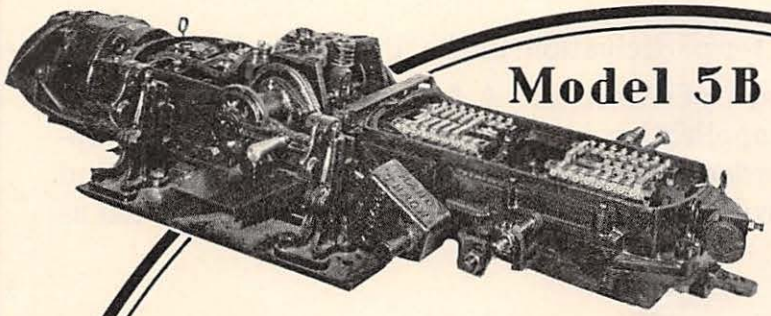

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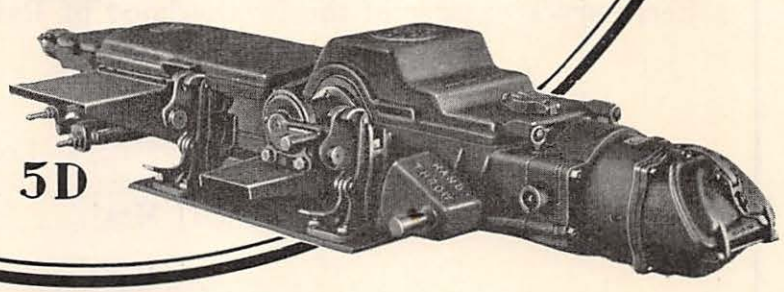
See our Bulletin 161, page 3, for applications.



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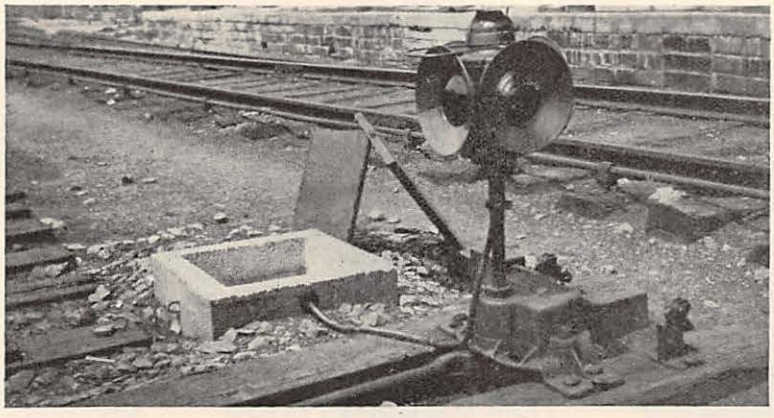

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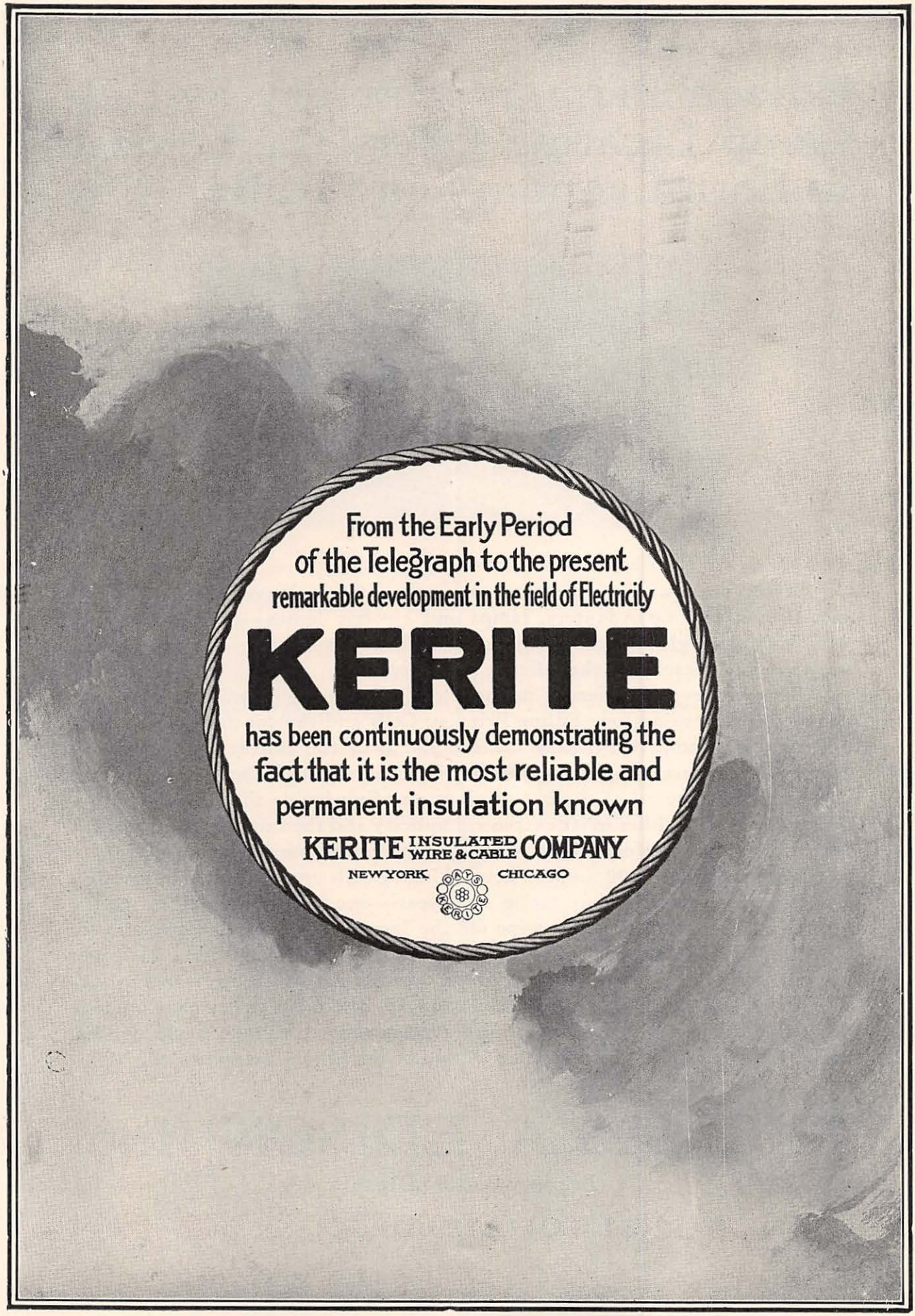
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Vol. XII, No. 5 May, 1931

A Study of Resistance

Fourth of a Series Dealing with Direct Current Resistance Measurements and Calculations

By CARL T. SMITH

THE latter part of my article in last month's issue dealt with the resistance of conductors under various conditions.

This question is sometimes asked. Can one figure the proper size of wire to use for certain circuits without referring to Brown and Sharpe's wire gauge?

This can be done by using the following scheme, which will give approximate results so that one can calculate the proper size wire by remembering three sizes of wire and their constants. In the following table each wire size has been given a number which is its constant. It is necessary that you remember three wire sizes and their corresponding constants in order to calculate the size of wire to be used for any load. The weight of any wire per thousands feet can also be found in this manner.

This scheme should be used if calculating the sizes of copper wire for use with direct current only.

The sizes that should be remembered are numbers 3, 4, and 5, together with their corresponding constants, which are 2,600, 2,000, and 1,600. These wire sizes and constants are shown in the table in italics.

CONSTANT TABLE

B. & S. Gauge	*Constant*
0000	10400
000	8000
00	6400
0	5200
1	4000
2	3200
3	*2600*
4	*2000*
5	*1600*
6	1300
7	1000
8	800
9	650
10	500
11	400
12	325
13	250
14	200

This table is so arranged that any wire three sizes larger than another has a constant twice the size. For example, No. 11 wire is three sizes larger than No. 14 wire. Number 11 wire has a constant of 400, just twice that of Number 14, which is 200. Likewise a wire three sizes smaller than another has a constant just one-half the size.

If we simply remember three sizes, Numbers 3, 4, and 5, together with their corresponding constants, 2,600, 2,000, and 1,600, the constant for any size wire, either larger or smaller, can be calculated by stepping up or down three sizes at a time from one of the above constants. For example, suppose we wish to know the constant for Number 1 wire. Constant for Number 4 wire is 2,000 and since Number 1 wire is three sizes larger than Number 4, the constant for Number 1 wire will be twice that for Number 4 or 4,000.

If the constant for Number 7 wire is desired it should be evident that it will be just half that of Number 4, or 1,000, since Number 7 wire is three sizes smaller than Number 4.

In this manner the constant for any size of wire may be easily calculated if you remember the constants for the three key sizes.

To calculate the sizes of wire for a given load use the following formula:

$$Z = \frac{I \times D}{E.}$$

In this formula "Z" stands for the unknown or constant. "I" stands for the current in amperes. "D" stands for the distance in feet from center of distribution to the D. C. source.

If line wire is calculated, "D" stands for distance in feet from cabinet to load. This "D" stands for distance one way only and not the distance from the load to the cabinet, and back again.

The symbol "E" stands for the voltage drop on the line.

To find the required size of wire for an installation you multiply the current in amperes by the distance in feet, and divide their product by the voltage drop in the line.

This result gives "Z" which is the constant for the size wire to be used. If the result does not come out the same as the constant in the table, take the one nearest to it. For example, if the result gave a constant of 1,260 use a Number 6 wire.

Now let us solve the following problem. What size wire B & S. Gauge is necessary to carry 100 amperes to a motor located 25 feet from the cut-out cabinet if a drop in the line of two volts is to be allowed?

$$Z = \frac{I \times D}{E} = \frac{100 \times 25}{2} = 1{,}250$$

The nearest constant to 1,250 in our table is 1,300, which would give us a Number 6 wire, therefore the Number 6 wire should be used for this installation.

Now let us solve another similar problem. What size wire should be used to supply 100 incandescent lamps located 50 feet from the cut-out if each lamp requires ½ ampere and a drop of 5 volts is allowed on the line?

$$Z = \frac{I \times D}{E} = \frac{50 \times 50}{5} = 500$$

A constant of 500 calls for Number 10 size wire, therefore Number 10 should be used for this installation.

To find the weight of wire, we use a different method.

To find the weight per thousand feet of any size wire simply divide the constant of that size by 16.

Suppose we find the weight of some particular size to be 2,000 pounds per thousand feet. After making this calculation the weight of any length wire can easily be computed. For example, 500 feet would weigh only ½ as much and 200 feet would weigh only ⅕ as much, etc.

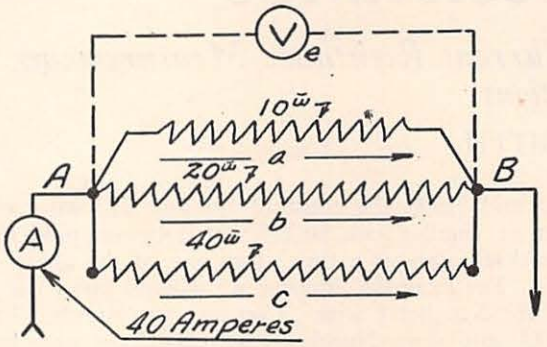


FIGURE THREE

Let us now refer to figure Number 3 where we have resistances of 10 ohms, 20 ohms, and 40 ohms connected in parallel. As a review of the principles described and the problems solved in previous articles, let us find the joint resistance for the circuit, using three different methods.

The formula to be used is: $R = \frac{1}{G}$. R equals the resistance and G equals the combined conductance.

$$\frac{1}{10} + \frac{1}{20} + \frac{1}{40} = \frac{7}{40} \text{ (L.C.D. = 40)}$$

The reciprocal of $\frac{7}{40}$ is $\frac{40}{7}$ or 5.71 ohms.

Another method: $R = \frac{1}{G}$. Then $\frac{1}{10} = .10$, $\frac{1}{20} = .05$, and $\frac{1}{40} = .025$. $.1 + .05 + .025 = .175$. $\frac{1}{.175} = 5.71$ ohms.

A third method: $R = \frac{10 \times 20}{10 + 20} = \frac{200}{30}$ or $\frac{20}{3}$. It will be noted here that only the first two resistances are being considered. Continuing: $R = \left\{ \frac{\frac{40 \times 20}{3}}{40 + \frac{20}{3}} = \frac{\frac{800}{3}}{\frac{140}{3}} \right.$.

$\frac{800}{3} \times \frac{3}{140} = \frac{800}{140} = 5.71$.

A 40 ohm resistance in the last operation was considered the same as the first two. Using this method one can calculate indefinitely any number of resistances. It is not, however, the easiest or best method to follow.

With 40 amperes flowing in this circuit having a resistance of 5.71 ohms the voltage across A, B, and C can be found as follows:

$I \times R = E$. 40 amperes × 5.71 ohms = 228.4 volts. The current flowing through resistance A is $\frac{228.4 \text{ volts}}{10 \text{ ohms}} =$ 22.84 amperes. The current flowing through resistance B is $\frac{228.4 \text{ volts}}{20 \text{ ohms}} = 11.42$ ampers. The current through resistance C is $\frac{228.4 \text{ volts}}{40 \text{ ohms}} = 5.71$ ampers. $22.84 + 11.42 + 57.1 = 39.97$ amperes. The difference of .03 amperes is accounted for by not having carried out our fraction far enough in the above calculations.

Now refer to Figure No. 3 again and let us assume that the three resistances A, B, and C represent fractions of an ohm, with 40 amperes flowing in the circuit as before.

$G = \frac{1}{\frac{1}{10}} + \frac{1}{\frac{1}{20}} + \frac{1}{\frac{1}{40}}$. $1 \div \frac{1}{10} = 10$, $1 \div \frac{1}{20} = 20$, and $1 \div \frac{1}{40} = 40$. $G = 10 + 20 + 40 = 70$.

$R = \frac{1}{G} = \frac{1}{70} = .014285$ ohms, the joint resistance.

The voltage will be I x R, or 40 amperes x .014285 ohms=.5714 volts. The division of current through A, B, and C, is as follows:

$\frac{.5714}{\frac{1}{10}} = 5.71$ amperes and $\frac{.5714}{\frac{1}{20}} = 11.425$ amperes, and $\frac{.5714}{\frac{1}{40}} = 22.856$ amperes. $5.71 + 11.425 + 22.856 =$ 39.995 amperes. It will be noted that this answer is .005 in error on account of the joint resistance calculation not being considered beyond four decimal places. The power consumed is E × I, or .5714 volts × 40 amperes = 22.856 watts.

The development of color light signaling has caused the displacement of great numbers of motor powered semaphore signals of both direct and alternating current types. Decreases in railroad transportation and the present economic depression have caused almost all railroads to alter their programs for radical changes in signal and interlocking systems. It will therefore, doubtless be a long time before the electric semaphore signal is finally discarded. Signal systems are always costly and money expended along these lines must show a good return upon the investment over a period of time.

The past illustrations of Ohm's Law with the problems we have solved should have brought us to a point where we can put our information to good advantage. Let us now direct our attention to Figure No. 4, a standard plan for mechanism wiring for a two arm style B direct current controlled "Union" semaphore. Attention is also directed to Figure No. 5 which is a simplified drawing of the same circuit arrangement designed with the intention of conveying at a glance the relations the various resistances have to one another. No doubt it

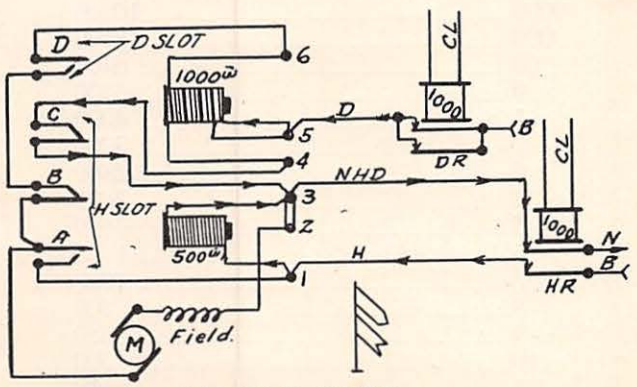


FIGURE FOUR

will be recalled that some time back this method of arranging wiring diagrams was brought out. This is only one instance illustrating the importance of the beginner working from the easiest angle. Figure No. 5 also illustrates the various positions for service tests using volt and ampere meters.

A, E, G, O, D, and J, are the principal points where voltage readings should be obtained. C, B, 3, M, K, and N, are important locations to secure current readings. Periodical tests of signal mechanisms disclose some interesting facts and to bring out this point it will be nec-

essary to assume several values that would be indicative of present and future trouble.

Figure No. 5 shows the apparatus ready to operate as soon as the circuit between 1, 3, and 5 terminals is closed, providing a source of electromotive force is present. It is evident that the circuit arrangement is of a branch or parallel type, as we have 500 ohms resistance in the home slot coil and a motor resistance of approximately 5 ohms. (These will vary some.) To find the current discharge through each path it will, of course, be necessary to first find the joint resistance of such a circuit arrangement. This can be done by using our formula $R = \frac{1}{G} \cdot \frac{1}{500} + \frac{1}{5} = \frac{1}{500} + \frac{100}{500} = \frac{101}{500}$, the reciprocal of which is $\frac{500}{101}$ or 4.95 ohms, joint resistance. The voltage across terminals 1 and 3 will be 10 volts. It will be assumed that the connecting conductors in this instance will have zero value for resistance.

$\frac{E}{R} = I.$ $\frac{10 \text{ volts}}{4.95 \text{ ohms}} = 2.02$ amperes flowing in the circuit. An ammeter at point 3 would indicate this. Therefore 2.02 amperes represents the current flowing while the home arm is clearing. Of course this will be the maximum load. The division of current passing through each resistance is $\frac{10 \text{ volts}}{500 \text{ ohms}}$ or .020 amperes for the slot coil and $\frac{10 \text{ volts}}{5 \text{ ohms}}$ or 2.00 amperes through the motor circuit.

Unless all moving parts are well lubricated an excessive amount of friction will be created, causing a greater flow of current. Suppose an ampmeter was inserted at point 3 and a reading of three amperes was obtained while the home or distant arm was clearing. This would indicate excessive friction caused by poor bearings, insufficient lubrication, gears out of line, etc. A good operating semaphore signal of the "Union" style B type should draw approximately 2.25 amperes, although this value will increase a little during the winter.

Suppose a voltmeter reading was taken at G or J with contacts A or D closed. If contacts were clean and bright no deflection of the meter would be shown. If, however, a contact resistance had been formed and the voltmeter reading was .10 volts we could determine that there was a contact resistance of .05 ohms existing. This value will be found by dividing .10 volts by 2 amperes, the current flowing the motor circuit.

This amount of contact resistance is not a great deal, but one can readily see that several poor contacts would produce an undesirable effect. During the summer months lightning often causes a great deal of trouble that is not apparent at once. For instance, electrical disturbances may surge through a 500 ohm or 1,000 ohm slot coil, perhaps causing numerous layers of fine conductors to become useless due to the insulation being destroyed and not actually opening the slot circuit at the time. This condition would remove from the circuit a certain amount of resistance which would, of course, increase the current flow and consume needless energy. A volt and ampmeter test should disclose such an existing condition. With a terminal voltage of 10 volts across a 500 ohm slot coil the current reading will be *10 volts* divided by 500 ohms or .020 amperes. On the other hand, suppose the reading was taken at F and found to be .050 amperes, and the volt meter reading at A gave us 8 volts. 8 volts divided by .050 amperes equals 160 ohms, the resistance of a coil that should be 500 ohms.

Endless tests could probably be conducted to determine this and that, but the principal idea to retain is that the original resistance value should be maintained. Otherwise a needless consumption of energy would take place in addition to certain safety factors being destroyed.

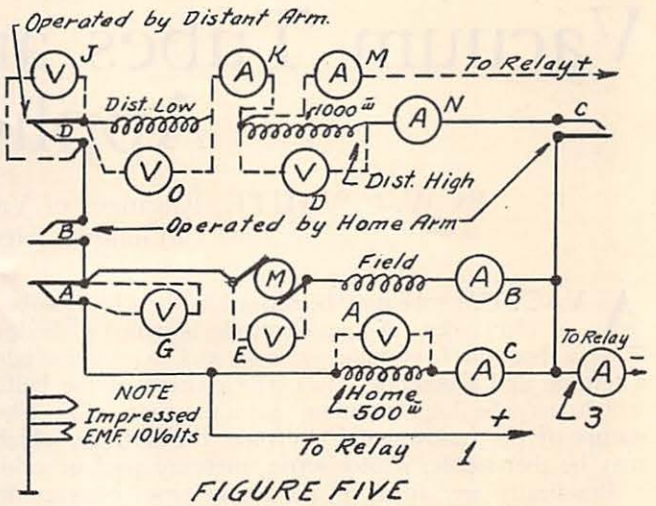
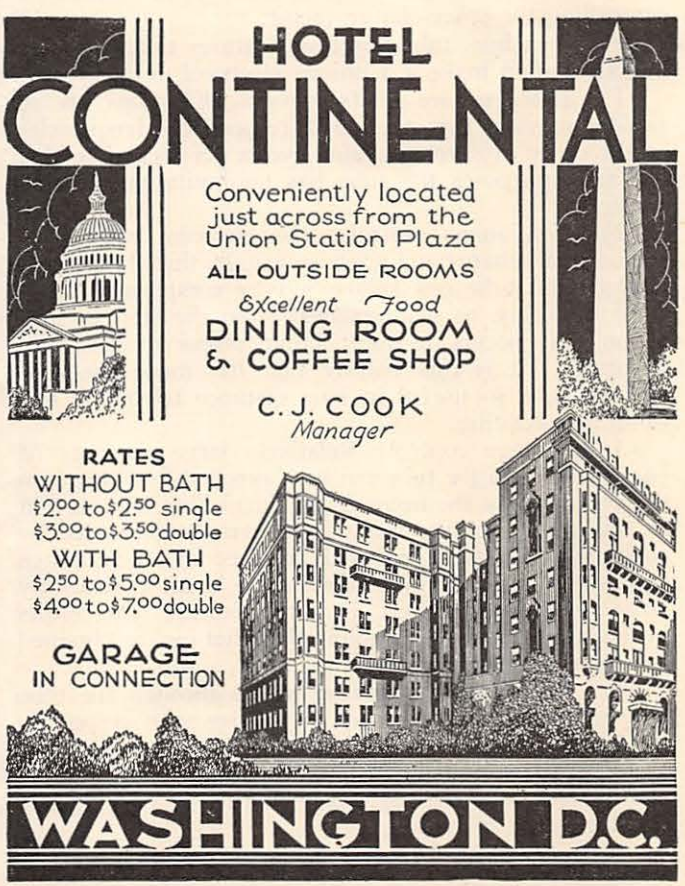


FIGURE FIVE

The signal section of the American Railway Association has designed certain other tests that are recommended for maintaining apparatus in safe condition. These are all excellent, having been compiled by the best signal engineers of our country's railroads, after much research and laboratory work over a long period of time.

These two problems illustrating how to make use of Ohms Law are representative of all the others as shown in Figure No. 5 and therefore it does not appear necessary to go into further detail relative to other tests that are identical in application.



Vacuum Tubes and Their Industrial Applications[1]

By W. C. WHITE, Engineer of Vacuum Tube Engineering Department, General Electric Company

A VACUUM tube may be classed as to: (1) Number of electrodes. A two-electrode is called a diode; a three-electrode tube a triode; and so on to include a tetrode and a pentode. (2) The content of the bulb, which may be high vacuum, gas or vapor. (3) The nature of the fundamental electrode, the cathode, which may be thermionic, photoelectric, mercury pool or cold.

Practically any form of the many types of vacuum tubes can, for convenience, be classified by a combination of these three properties. For instance a bulb which is sold under the trade-mark of "Tungar" is a gas content, hot-cathode diode. The screen-grid tube used so much in modern radio is a hot-cathode, high-vacuum tetrode. The small tubes which are sold under the trade-mark of "Thyratron" are hot-cathode, mercury-vapor triodes.

Fundamentally, the amount of current that can be carried through the vacuum in a hot-cathode, high-vacuum tube is dependent upon what is termed the "electron emission" and the "space charge effect." In other words, to get current through a vacuum, the proper amount of electron emission to supply this current must be obtained, and also the proper voltage and the arrangement of electrodes must exist to permit this current to pass with the available voltage. The current through the tube may be limited either by not having sufficient electron emission or not having sufficient voltage to pass the described current.

The introduction of the grid is simply a method of controlling the space-charge factor.

A high vacuum tube has four features that singly or in combination make it a unique electrical device.

(1) Independence of frequency. Electrons are so rapidly moving that they will respond to frequencies of the order of several million cycles per second so that for most purposes the tube has no limitations in this respect.

(2) Continuous control. The electrons each carry such a small charge and move so rapidly that the current through the tube can follow a very complicated wave form smoothly, as distinguished from the step by step action that occurs in most other pieces of electrical apparatus. It is this feature that has made the high vacuum tube so useful in long distance telephony and radio broadcasting.

(3) Voltage control. Relatively large amounts of current through the tube can be controlled by voltage on the grid without the necessity of furnishing any current to this grid. For instance, the electricity generated by rubbing a fountain pen with a piece of cloth, when applied to the grid, is sufficient to control relatively large amounts of power. It is this feature that results in the large amount of amplification that can be obtained by means of a vacuum tube.

(4) Rectification. Current passes through the tube only when the cold electrode is positive with respect to the hot electrode.

From the viewpoint of these four factors, it is readily seen why the high vacuum tube is such an important factor in radio.

[1]A paper presented at a meeting of the Schenectady section, American Institute of Electric Engineers, on January 16, 1931.

The high vacuum tube, however, has for industrial application certain serious limitations. A very heavy price, in the way of power loss, must be paid for the current that it carries. As has been stated above, the current through the tube is governed by the electron emission and the space-charge effect, which latter is simply another way of expressing the voltage loss in carrying the current through the tube. To make the cathode hot so that it will emit electrons requires electric power. This is of the order of 10 to 150 watts loss per ampere of current through the tube.

Considerable voltage is also required to carry the current across the space, the order of magnitude being several hundred to a thousand volts for one ampere. From this, it will be seen that currents of more than a few amperes cannot be handled economically by means of a high vacuum tube.

Therefore, it is apparent that the most promising applications in the industrial field for the high vacuum tube is in various control operations where some of the unique characteristics listed above, rather than its output, are the determining factors.

Taking up next the Thyratron tube, its striking characteristics are the greatly decreased amount of power required to heat the cathode, and a marked reduction in the large voltage drop which is characteristic of the high vacuum tube. This is brought about by the introduction of a very slight amount of gas or vapor into the bulb. This eliminates what we have termed "space-charge" which in reality is the mutual repulsion between the electrons due to their negative charge, that has to be overcome by the use of considerable voltage and which introduces a power loss. The positively charged mercury vapor or gas molecules mingle with the electrons, neutralizing this space-charge.

This neutralization of the space charge allows a very different design of hot cathode. Instead of having to utilize what might be termed an open type of cathode for the electrons to leave the hot surface easily, it allows an enclosed type of cathode with just a few holes for the stream of neutralized and negative ions to pass through.

This means that the heat may be kept in and conserved, whereas the electrons and positive ions may be allowed to travel to the anode. This is accomplished by surrounding the hot cathode with heat insulation and heat reflectors, with only relatively small holes to allow the passage of the current.

By such means, we only have to "pay" about one watt per ampere for our current through the tube, rather than the 10 to 150 watts per ampere.

Also, this neutralization of the space-charge which results from the introduction of mercury vapor or gas eliminates the high voltage necessary to pass the current through the space, and instead of a large voltage increasing with the amount of current to be carried, there is a constant voltage loss of only about 10 to 20 volts.

It is, therefore, apparent that for the handling of

(Continued on page 156)

Questions and Answers

Readers are Invited to Submit Questions of Any Nature on Railroad Signal Work

QUESTION: How is the Type "F" circuit controller operated in a US&S Co. type F interlocking?

Answer: The controller is operated by a polarized circuit with a resultant advantage of being practically immune to crosses.

Question: Are the coils of this controller of high or low resistance?

Answer: The coils which are supplied with current through the circuit are of high resistance, and therefore require but very little current for their energization; the smallest gauge control wire which has requisite mechanical strength is satisfactory from a standpoint of conductivity.

Question: Is current transmitted over individual operating wires?

Answer: With the Type F controller it is unnecessary to transmit current over individual operating wires from the tower. It also relieves all combination contacts of the interlocking machine, as well as relay contacts, from carrying currents of such magnitude as might be injurious. The fuses which protect the storage battery are purposely made of sufficient current capacity not to blow out because of the overloading of any individual switch motor, the type F controller being designed to provide individual protection.

Question: Is the Type F circuit controller connected to the track?

Answer: It is housed in a cast iron box mounted on a concrete foundation adjacent to the switch and lock movement, but independent of the track. Therefore, it is not integral with the switch and lock mechanism which, of necessity, is directly connected to the rails and ties.

Question: How does it operate?

Answer: It is normally deenergized; that is, it requires current only when changing from one position to the other, and this is accomplished in less than a second.

Question: What does it consist of?

Answer: It has a neutral magnet, operating front contacts directly, and a contact, closed when the magnet is de-energized, by means of a link connection. This magnet also actuates a lock on the armature of a polarized magnet. This armature determines the position of three sets of contacts used in circuit selection of neutral magnet and the switch motor. In addition an automatic motor circuit breaker is supplied. Energy first operates the neutral magnet and the polar magnets. This in turn moves the polar magnets by energizing the center coil. Then the motor circuit is thrown in which operates the switch over and locked. An automatic overload circuit breaker is also supplied which kicks out the circuit when switch is too much overloaded. If this breaker kicks out, the lever in the tower is changed and switch operated in opposite direction, after which original operation can can be made.

We are in receipt of the following letter which is rather interesting:

"Refer to April issue of the SIGNALMAN'S JOURNAL page 125 "Questions and Answers." Is it not a fact that the answer to question 8 is in error. Assuming lamps are to be lighted full brilliancy, it is not possible to produce the ohmic resistance in circuit to perform the requirements set forth.

For instance—Lamps 1, 2, 3, 4 and 5 represent 40 ohms each according to rating 20 volts and ½ ampere.

$$I = \frac{E}{R}$$

Substituting numerical values for symbols $40 = \frac{20}{\frac{1}{2}}$ Now, with 5 such resistances the total would amount to 5x40 = 200 ohms. Lamp No. 6 is rated at 20 volts ¼ amp. This represents a resistance of $\frac{20}{\frac{1}{4}} = 80$.

Now, the author says a resistance in parallel of 80 ohms with lamp No. 6 will bi-path ¼ ampere, allowing the required amount to pass through the lamp. To check this, the first 5 lamps totalled 200 ohms resistance. The joint resistance of lamp No. 6 (80 ohms) and a resistor (80 ohms) would be—

$$\frac{80 \times 80}{80 + 80} = \frac{6400}{160} = 40 \text{ ohms}$$

This amount added to 200 ohms = 240 ohms, total resistance in circuit. With an impressed voltage of 110 volts $\frac{110}{240} = .358$ ampere, discharging thru the circuit; a value less than the required amount of current for the 20 volt, ½ ampere lamps and only $\frac{.458}{2} = .229$ amperes passing thru 20 volts ¼ ampere #6 lamp.

Again 6 x 20 volts = 120 volts, 10 more than the original voltage given. It is my believe that lamp No. 6 should have been 10 volts ¼ amp. as this would check and allow ½ ampere to flow in circuit, using a resistance of 40 ohms in parallel with 10 volt lamp No. 6 that is also 40 ohms $\frac{E}{R} = I$. $\frac{10}{\frac{1}{4}} = 40$ ohms. These 2−40 ohm resistances in parallel would total $\frac{40 \times 40}{40 + 40} = 20$ ohms.

This value added to 200 ohms for 5 lamps = 220 ohms $\frac{E}{R} = I$. $\frac{100}{220} = \frac{1}{2}$ ampere passing thru the circuit.

Signed
J. WAYMAN AINSWORTH,
Reedville, Mo.

The above deductions are correct and the subject well handled. However, in signal work it is our practice to burn lamps under voltage in order to obtain long life. The real problem which presents itself in a layout like this is to produce the same resistance at each lamp layout. At the beginning of the problem we had 5 lamps with a resistance of 40 ohms each to be placed in series with another lamp which on account of being of a different type, being a miniature spot light lamp, must be combined with a resistor to give the same resultant resistance as one of the other lamps. For practical purposes we burn lamps under voltage and allow for a maximum of 120 volts. As the total voltage decreases, then the current and voltage of each lamp decreases with the result that .458 amperes are flowing with 110 volts and the voltage across each lamp is 18-1/3. This makes the under voltage reading about right for the longest lamp life.

Another problem along this order is the use of an 18 volt 0.11 ampere lamp in series with 5 20 volt ½ ampere lamps. Now that this problem is shown for a 20 volt ¼ ampere lamp, what resistance should be used by replacing the 20 volt lamp with the 18 volt lamp. Send in your answers. The correct ones will be published in this column.

As Business Develops Character There Will be More Business

By Frank B. Fretter
President National Refining Co.

Reprinted from National Petroleum News

WE HAVE had predictions regarding business by many men, from the banker down. The statistician has worked up figures and has shown charts in reference to future business. Even the astrologists have prognosticated as to the future.

To my way of thinking, the real facts are that business is going on and that 1931 will be better than 1930.

What can be done to help? It would seem to me that the government and the men responsible who compose the legislature could bring better conditions for the farmer. Such of the farmers as I have come in contact with say they do not need seed and such help in order to carry on; but they point out that what is necessary is a reduction of taxes and assessments on the land, thus enabling them to raise food and such extra produce as they may be able to sell, so as to enable them to buy other necessities. I am told there are many farms, even where hard work is put into raising crops, where not sufficient revenue can be produced to pay the taxes. Would it not, therefore, be well to consider lowering the taxes?

Then, let's not try to be quite so "economic," as the saying is. Let us drop the word for a while and think more in terms of human beings than in terms of figures and graphs. To illustrate, it is claimed to be economic to build a gasoline pipeline. Is it? If no gasoline, or crude oil for that matter, were transported by pipeline, then look at the following picture:

The iron ore is mined by one class of men. It is then transported to furnaces. Workmen in the mill convert it into sheets. Car manufacturers build it into tank cars and engineers and trainmen employed by the railroads see that these cars are moved back and forth, creating freight charges for the railroads that enable them to pay for the services of their employes and, last but not least, dividends to their stockholders.

For the oil industry, this means persons profitably employed who can buy gasoline, for the clothing industry those who can buy clothes, and so on. When the railroads keep their employes busy, business is generally good.

I don't want to belittle the wonderful mechanical development of the world, nor what has been done in improving living conditions; but at the same time, in these days of depression, I cannot help wondering if we may not be moving too fast. I wonder if our speed isn't so great that the shock from its impact as it careens down the Road of Progress may not be unnecessarily severe, both to mankind and to business.

We want the cheapest possible way to transport gasoline. Yes, but we want customers for that gasoline and they must have money with which to buy gasoline, if the oil industry is to enjoy a good business.

Away back in the Dark Ages, someone developed the motto, "Live and let live." To a very large extent, it is nearly forgotten today.

In business, depending upon the size of its bankroll or its ability to borrow money, the management of a corporation feels that it rests upon him to secure ALL the business, no matter at what price, with a view to eliminating entirely his competitor.

This has been tried over a period of many years in the past. Precedents have been established which should convince any executive it is impossible to occupy the position of "survival of the fittest." If it should come about, the one who survives will be very short-lived.

Business will be divided up to the extent of sales work, ability and quality of goods and decency and fairness in marketing prices, and when we develop a character of this kind in business, there will be more business, business ventures will be more profitable and the public will have more confidence.

Would it not be well to make a great effort to do away with wild speculation by having the government refuse corporations the right to issue stock except in the amount of capital paid in? Has not No Par stock been gambled in to such an extent the public doubts whether there is a good stock on the market today and, therefore, will not invest?

If we will all work to the best of our ability, recognizing above everything else supply and demand, together with the cost of producing and manufacturing goods, and then a fair and reasonable price put on them, business will increase and continue to increase. So far as my company is concerned, we will expand to the extent to which we can sell our products, taking into consideration quality and price, and as our Good Will grows we hope to make a reasonable increase each year.

VACUUM TUBES

(Continued from page 154)

relatively high currents, such as we have in the broad field of electrical engineering, the gaseous type of electrostatically-controlled tube is much better suited than the controlled high vacuum type.

It is true that a Thyratron tube has certain limitations. As has been stated, the high vacuum type of tube can handle currents up to the frequency of a million cycles per second, whereas the Thyratron in its present form is limited to a few thousand cycles per second. Also the Thyratron cannot control direct current in the same simple way as the high vacuum tube; that is, it lacks the feature of "continuous control." However, it so happens that just as the high vacuum tube fitted remarkably well into the radio communication field, the Thyratron tube appears to fit admirably into the industrial engineering field.

As a good example of this, consider Radiotron UX-250, a high power loud speaker tube that was used to a considerable extent with some of the early dynamic speakers. A Thyratron tube built to about the same size and costing the same amount as this Radiotron will handle approximately 50 times the current.

These are the reasons which give us complete faith in the application of the Thyratron type of tube in the broad industrial engineering field to the same amazing extent that the high vacuum type of tube, developed around the pliotron idea, has dominated the radio communication and broadcasting field.

Unemployment Insurance for the United States*

By Leo Wolman

Amalgamated Clothing Workers of America

INSURANCE against unemployment has during the past year ceased to be an academic question in this country. The fear and distrust of alien measures, which prevailed here until very recently, are now being replaced by an attitude of sober inquiry. The devices of European governments, not so long ago regarded as diabolical inventions employed for our embarrassment, we are at last beginning to examine in perhaps a more chastened and humble spirit. In the face of a country-wide distribution of alms, in kind and in money, exceeding the charity expenditures of even a year as bad as 1921, we have come to wonder whether the many private and public experiments with the various forms of unemployment insurance may not yield us a constructive plan and program adapted to our own very urgent and obvious needs.

The reasons for this changed attitude of mind are doubtless clear to all of us. They rest on the realization that we in the United States are not immune to those periodic and violent dislocations in trade and industry which bring in their train enforced unemployment of millions of energetic and experienced workingmen and women. The methods for regularizing industry and stabilizing employment which we believed we had discovered and applied, we now know have not worked. At the same time that the volume of unemployment in England has risen to more than 2,000,000, and in Germany to nearly 4,000,000, there are in all probability close to 5,000,000 workmen unemployed in the United States. Whether our present idleness rate is relatively higher or lower than the rates prevailing in the great industrial countries of Europe is a problem involving such a mass of additional statistical material and analytical tools of such refinement as to defy solution at this time. The point is, however, that the American depression of 1930 is comparable in both intensity and duration not only with the depressions of Europe but also with the worst episodes in the business history of this country. As matters stand now, many of the unemployed—no one knows how many—have been out of work for eighteen months; a period long enough to exhaust past savings and all reasonable capacity for borrowing. Many more are now in their second winter of unemployment and, if they have not already done so, they are near the point when they must appeal for aid to the institutions of public and private charity.

How unprepared we were to meet this collapse of industry and to prevent the wreckage in human lives, which is the inevitable consequence of our method of dealing with the unemployed, is a matter of common knowledge. This reckless management of the most fundamental of our industrial problems can only be justified by regarding a depression of the present magnitude as an isolated incident, unknown in the past and extremely unlikely to repeat itself in the future. There are few left who still hold this sanguine view. What little we know about causes of the rise and fall of industrial activity leads us irresistibly to the conclusion that the uncontrolled forces of competitive business will produce, in the future as they have in the past, periods of declining business and wide-spread unemployment. Unpleasant as this prospect is, it is unquestionably the one held by most serious students of the operations of modern business.

The alternatives before us, then, are reliance on the hastily devised machinery for the distribution of doles during the time of crisis, or systematic provision for unemployment compensation out of reserves set aside for this purpose in advance. The choice between these alternatives should not be difficult. Our present method reduces a multitude of our fellow-citizens to a state of poverty, forces them into breadlines and soup-kitchens, and reduces to starvation those self-respecting and timid workingmen who prefer hunger and cold to the ministrations of eleemosynary agencies. The second alternative, wisely conceived and expertly managed, represents not only a decent and far-sighted approach to the problem of protecting the standards of living of American employees which are our proud boast, but can probably be converted into an effective procedure for the measurement and control of the volume of unemployment itself.

Foreign Experiments

It is our good fortune that the pioneer experiments with unemployment insurance have been made by others. The unemployment insurance of England has now been in operation nearly twenty years; in Germany the plan is in its fourth year; and throughout the world more than forty million workers are at this time insured against at least a portion of the losses in income through unemployment by one of the many variants of compulsory insurance. Only in one country has a system of this nature, adopted after the war, been suspended. And there this action was taken because that country believes that it can find jobs for everybody and hence no longer needs to supply relief for the idle. In making our plans, therefore, we are in the enviable position of being able to examine the experience of other countries with a cold and critical eye and to develop our systems of unemployment compensation so as to avoid the errors and weaknesses they have encountered.

This is not the time to venture an exhaustive appraisal of the foreign experiments with compulsory unemployment insurance. But this much can be said: By means of the unemployment reserves available in England and in Germany, it has been possible during an industrial crisis of more than normal dimensions and duration to sustain the standards of the working population of these countries at levels which would have been unthinkable in the severe depressions before the war. It is true that these funds have grown beyond all earlier forecasts and that, to protect their solvency, they have been forced to resort to large borrowings and to public subsidy. But it should be observed at the same time that these unexpected drafts on the insurance funds have been in the main the direct results of a mounting tide of general industrial depression, which very few of us foresaw as recently as five years ago.

Although a vast machinery for the collection and dis-

*Address, Twenty-fourth Annual Meeting, American Association for Labor Legislation, Cleveland, Ohio, December 30, 1930.

bursement of funds of this nature is invariably exposed to abuse, nevertheless widespread fraud and gross violations of the principles of a trusteeship, leading to the use of the unemployment funds for illegitimate purposes, have been a surprisingly rare occurrence. Where these foreign measures for the relief of the unemployed have failed to serve their purpose satisfactorily, it has been in the subtle influences they are said to exert on the conduct of industry. Such effects, however, are not only discoverable, but the administration of compulsory unemployment insurance can be so managed as to bring them under effective control.

American Experience

In the United States there are already working systems of unemployment insurance that have met their problems successfully and have solved the major difficulties of the European schemes. All of the American experiments are of voluntary origin; some set up by employers and others by agreement between industry and trade unions. The most ambitious and the oldest of these plans is the unemployment fund of the men's clothing industry in Chicago. This plan is in its eighth year. Under its provisions some 15,000 workers in the industry are eligible for unemployment benefit for part of the time they lose. The unemployment fund amounts to four and one-half per cent of the payroll of the industry; three per cent of which is contributed by the employers and one and one-half per cent by the employees. Since the first benefit payment on May 1, 1924, more than $6,000,000 has been so distributed among the members of the union in Chicago. In this current year of severe depression the 15,000 employees of the industry in that city will receive $1,000,000 in benefits—a sum that invites comparison with the $8,000,000 collected by the business men's committee of New York City. By adjusting the rules of administration to the requirements of prevailing conditions, it has been found possible to use the unemployment funds not only as a source of benefit for seasonal and cyclical unemployment, but also for the payment of substantial amounts to many workers displaced by the introduction of machinery and to those who, in a year like 1930, have permanently lost their jobs because their employers have gone out of business. The completely reassuring experience with this Chicago plan caused its sponsors to introduce substantially the same system into the clothing industry of Rochester and New York City in the summer of 1928. Here the funds are of later origin and, therefore, of smaller amount; but they have served in New York and Rochester, as in Chicago, to keep the bulk of the people who work in this industry from applying for assistance to the agencies of charity.

This experiment in the clothing industry has a much more general significance than its limited application would appear to give it. It has been successfully applied in one of the most unstable of American industries. Even in times of general prosperity clothing workers have an unemployment rate of more than fifteen per cent. The irregularity of the industry is a composite of the effects of seasonal and cyclical factors and of changes in fashion. Like most industries in this country, it has experienced during the last decade a profound revolution in technique which has displaced thousands of workers and which is probably not yet at its end. Industrial responsibility and continuity, which are in the order of things in our great basic industries, are for large parts of the clothing industry practically non-existent. Under conditions as unfavorable as these, sound principles and an elastic administrative procedure have produced a workable system of unemployment insurance. The plan, indeed, is so simple and practicable that there is no sound reason to prevent its universal adoption by American industry at the present time.

An American Plan

It is on this American and European experience that the American Association for Labor Legislation has drawn in preparing its bill for an American system of unemployment compensation. The members of the committee of the Association, which has been meeting on this matter for more than six months, have attempted to incorporate into the "Draft of an Act for Unemployment Reserve Funds" those features and principles that are adapted to the American situation and that are calculated to avoid the undesirable and unworkable elements of the early experiments with unemployment insurance. In this quest for a sound measure, the committee felt impelled to adopt the following set of principles which are translated into the specific provisions of the proposed act:

1. The principle of limited liability.
2. The principle of the segregation of unemployment funds by industry.
3. The principle of administration by industry.

Aside from the many details of a universal system of unemployment insurance, which are of necessity highly tentative and subject to amendment with the passage of time and the accumulation of experience, the essential features of this American proposal are the provisions designed to ensure elasticity in the management of the unemployment reserve funds, the free mobility of labor, and protection against excessive cost.

Limited Liability

On the matter of the cost of unemployment insurance we have already had considerable experience. There are times in the cycle of business when the full support of the unemployed would impose staggering burdens on industry. For this reason all known systems of unemployment insurance define specifically the conditions under which benefits may be received and the maximum period of benefit payment. Under conditions of great stress, however, the temptation is strong to remove these restrictions and to pay benefits without limit. To avoid such a contingency, the proposed Act reverses the provisions common to many European systems of unemployment insurance. By the terms of this American plan no one is guaranteed benefits for a specified period of time. Although the rate of benefit and the maximum benefit period are fixed, it is further stipulated that benefits will be paid only as long as the fund remains solvent. Once the fund drops below this point, its liability for further benefit ceases until solvency has again been restored. The charge on industry fixed in the American proposal is the extremely moderate one of one and one-half per cent of the total wages paid to employees. Where, also, employees have decided that they desire to increase the potential benefits out of the fund, they may add a fixed, periodic contribution of their own to those of the employer.

Segregation of Funds

The purpose of the principle of the segregation of unemployment funds was to avoid the creation of a single state-wide unemployment fund from which all industries would be free to draw benefits regardless of their contribution to the fund. The device of a single fund for all insured industries, once regarded as a simple and sound administrative expedient, has in England degenerated in practice to a system whereby the better organized and more stable industries are taxed to subsidize the unemployment of the disorganized and unstable ones.

It is the judgment of the most sympathetic students of the English plan that the pooling of the unemployment funds of all industry has acted to encourage shiftless methods of management and has removed all incentive toward the regularization of industry.

In the bill prepared by the American Association for Labor Legislation, incentives to reduce the volume of unemployment are created not alone by throwing the burden of its unemployed upon each industry but by the further provision that the individual employers may receive from the unemployment funds "dividends based on their experience in maintaining regular employment."

ADMINISTRATION BY INDUSTRY

In the last analysis the success or failure of a general system of unemployment insurance will depend upon the quality of its administration. Administrative machinery which will thoughtlessly place obstacles in the way of the free movement of labor from occupation to occupation and from industry to industry and which will utilize the means at its disposal to hamper the operations of industry may well create more problems than it solves. In the management of unemployment insurances, particularly, there is much to be said against any plan of administration that early in its history becomes rigid and content with the application of a code of formal rules. It is essential, lest the plan defeat its own purpose, that the management of the unemployment funds be invested from the outset with a high degree of elasticity and the capacity to adjust itself to new and unforeseen conditions.

Here again this American Plan for Unemployment Reserve Funds is so drawn as to allow a wide range of administrative procedure and discretion. Individual employers who "furnish satisfactory proof of financial ability" and who submit satisfactory plans for unemployment relief, at least equivalent to the minimum provided by law, are permitted to manage their own funds, or, so to speak, to contract out. Individual industries, moreover, are encouraged to set up their own machinery of administration, including industrial employment offices, under the supervision and control of the public authorities. Wherever possible the attempt is made to stimulate a measure of self-government in the conduct of this plan of unemployment insurance so that it may preserve a fresh and experimental outlook and not fall a prey to bureaucratic methods and habits.

In principle and practice, the proposals here outlined follow a deep and sound American tradition. It has long been the established custom of modern business to lay aside, out of income, reserves for meeting a variety of accepted business charges. To these reserves for the depreciation of machinery, the payment of dividends and the like, the leaders of American industry are now asked to create an additional reserve, accumulated in times of plenty, for the protection of the labor force of this country. A charge amounting to as much as five per cent of the payroll could, in many industries, be made without producing a proportional increase in labor costs, if the management of industry came only a bit closer than it now is to exhausting the available opportunities for cooperation with its employees.

It is doubtful whether, in the present temper of this country, the prospect of millions thrown by industry on the generosity of the community will again be tolerated. Is it too much to ask that industry take this first essential step in assuming its plain responsibility for the relief and prevention of unemployment and that, as a wise student of the situation has just put it, it "cease holding out a tin cup to the American public" and begin "to pay its own labor overhead"?

POWER SWITCH OPERATED FROM CONTROL POINT 93 MILES AWAY

The Wabash Railroad is completing a Centralized Traffic Control installation extending over the Peru division, from Peru, Indiana, to Tilton, Illinois. The control machine is located at Peru and a switch at the end of double track is being operated at State Line, 93 miles away, or two-thirds the width of the state of Indiana.

Nowhere in the world is there a power operated switch further removed from its control machine. The operation of a switch at such a distance would have been considered impractical and impossible a few years ago.

The apparatus used is the centralized traffic control system of the Union Switch and Signal Company, in which, by use of a code system, only three wires are used for the operation of all the switches and signals in an entire installation.

The dispatcher's office at Peru, where the control machine is located, is in the center of the business section and about a mile from the railroad tracks. Before the dispatcher, however, are visual, audible and written indications which give him an accurate picture and permanent record of every train moving over his territory.

METER FOR SALE

George F. Martin, 410 Houston St., Morganfield, Ky., has a Weston, No. 280, volt-ammeter, which he desires to sell.

The meter is in first class condition, has a good leather case and is equipped with small snap connectors. Its original cost was $42.14; however, Mr. Martin is willing to sell it for $20.00 as he has permanently retired from railroad signal service.

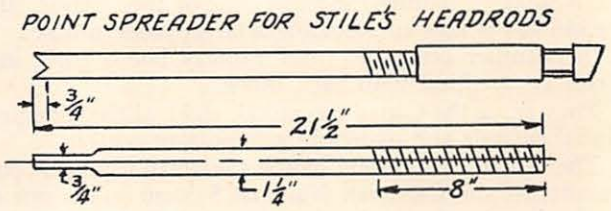
BIG REDUCTION IN NUMBER OF SIGNAL DEPARTMENT EMPLOYES

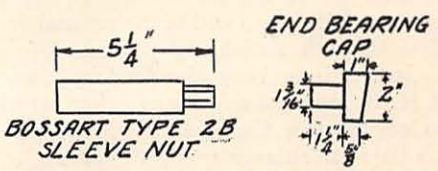
Interstate Commerce Commission reports reveal that about 18 per cent of the signal department employes on Class 1 railroads lost their jobs between January, 1930, and January, 1931.

The following table shows just what took place during this period.

	No. of Employes		*Per Cent*
	Jan. 1930	*Jan. 1931*	*Decrease*
Gang Foremen	1,516	1,319	13%
Signalmen and Signal Maintainers	9,531	8,601	10%
Assistants	3,210	2,424	25%
Helpers	4,053	2,728	32%
Totals	18,310	15,072	18%

POINT SPREADER FOR STILES HEADRODS





Submitted by H. F. Warner, Leading Maintainer, New York Central, South Bend, Indiana.

Canadian Railways Operate Nation-Wide Hotel Chain

By J. A. P. HAYDON

THE business of providing an adequate transportation system for the people of Canada meant something more than the actual operation of trains. It meant, in many cases, the provision of places where the traveling public could be comfortably housed when their journeys took them from home.

Just as the measurement of a journey in the good old coaching days was calculated by the inns where "good accommodation" was a fact as well as a precept, so today, when iron-horses course along steel highways, it is fitting that their stopping-places should be provided with first-class hotels.

From this need the Canadian Pacific and Canadian National Railways have developed chains of hotels from the Atlantic to the Pacific, aligned to the high standard of efficiency and service characteristic of these great transportation systems.

The keen competition, which is evident in the operation of these two railways, is not so marked in the operation of the nation-wide systems of hotels. Competitive hotels exist in few centers only.

At Halifax, N. S., the Canadian Pacific has a substantial financial interest in the "Lord Nelson," although their lines do not operate into that city. The Canadian National owns and operates the "Nova Scotian," which is located at the Atlantic terminal.

The "Fort Garry" at Winnipeg, Man., was inherited by the Canadian National with the Grand Trunk Railway. It competes with the "Royal Alexander," a Canadian Pacific hotel in that city. But as Winnipeg is the gateway to the Canadian West from which radiates many railway lines, these hotels are recognized as valuable assets to the respective railway systems.

For many years the Canadian Pacific has operated the "Vancouver" in the city bearing the same name. A new Canadian National hotel is now under construction in the Pacific coast city and will come into direct competition with the "Vancouver." Although there is a definite policy, or agreement that the railways would avoid "destructive" competition and duplication of services, the building of this hotel was one of the conditions of the contract under which the old Canadian Northern, now part of the National system, was granted running rights through the city. The City of Vancouver insisted upon the National fulfilling the provisions of the contract and the railway is now constructing a large, modern hotel.

In no other center do these railway hotels enter into direct competition with each other.

They serve the Canadian capital, eight of the nine provincial capitals and many other important centers.

The "Chateau Laurier" at the Canadian capital is outstanding in the Canadian National System and is one of the leading hotels on the American continent.

It is located just across the historic Rideau Canal from the Parliament buildings, and is the natural meeting place for leaders in both social and political life of the Dominion. It has long been the Ottawa home of Prime Minister R. B. Bennett and many other political leaders.

Not so long ago the Canadian National expended a few million dollars in enlarging the "Chateau." The work was completed while Premier Bennett was absent in England attending the Imperial Economic Conference. Upon his return he expressed his delight that the Canadian capital had such a charming hotel to house the distinguished delegates who will attend the adjourned meeting of the Imperial Conference this Fall.

The building is constructed in Gothic style, in keeping with the nearby Parliament buildings. It is a handsome structure of the old French chateau type and is planned without a discordant note in its architecture. The winding marble staircases, spacious lobbies and public rooms, salons and public and private dining rooms all carry the note of spacious comfort so desirable in hotel structures of this type. In the rotunda there is a marble bust of Sir Wilfred Laurier, former premier of Canada, for whom it is named.

The Canadian Pacific's "Royal York" at Toronto, Ontario, is the largest hotel in the British empire and dominates the C. P. R. chain. It was completed in 1929 and added to in 1930, at a total cost of $16,000,000.

This hotel towers nearly 400 feet into the air and offers to guests 68 suites and 1,164 rooms, each with bath.

The building itself dominates the lower part of the city and is visible for miles along the front of Lake Ontario. At night its illuminated dome stands forth in striking beauty, and from some viewpoints, with its feathery white steam from the exhaust pipe, it gives the impression of a gigantic ship of Toronto.

The American Federation of Labor held its 1929 convention in the "Royal York" and there received the Rt. Hon. Ramsay Macdonald, the Labor premier of Britain.

The Canadian National operates the "Nova Scotian" at Halifax, N. S., "Chateau Laurier" at Ottawa, "Prince Arthur" at Port Arthur, Ont., "Fort Garry" at Winnipeg, Man., "Prince Edward" at Brandon, Man., and the "Macdonald" at Edmonton, Alta. New all-year hotels are also under construction at Charlottetown, P. E. I. and Vancouver, B. C.

Canadian Pacific hotels include the "Chateau Frontenac" at Quebec, P. Q., "Place Viger" at Montreal, P. Q., "Royal York" at Toronto, Ont., "Royal Alexander" at Winnipeg, Man., "Saskatchewan" at Regina, Sask., "Palliser" at Calgary, Alta., "Vancouver," at Vancouver, B. C. and the "Empress" at Victoria, B. C.

In addition the railway companies operate a number of hotels at different resorts throughout the Dominion. Here again each has its distinctive characteristic.

At the world-famous Banff Springs, 80 miles from Calgary, Alta., in Banff National Park, is located one of the handsomest buildings on the continent, the "Banff Springs Hotel," owned and operated by the C. P. R. It is built along the lines of a Scottish baronial castle.

It is situated 4,625 feet above sea level and commands magnificent views of the mountain-encircled Valley of the Bow.

It contains 38 luxurious special suites, no two of which are alike in arrangement and decorative treatment. Among them are the Vice-Regal, Swiss, Italian, Renaissance and Anglo suites, with Jacobean, Tudor, Georgian, Louix XV., Louis XVI., Empire and Art Moderne suites.

In the heart of Canada's largest national park and game sanctuary is to be found one of the most charming

of summer bungalow hotels in "Jasper Park Lodge," owned and operated by the Canadian National. It is delightfully situated on the shore of Lac Beauvert, the "Beautiful Green Lake," and it presents a vista of charming valley and snow-clad peaks.

Clustered about the main lodge are a series of cabins for the convenience of guests. The lodge and cabins are constructed of British Columbia fir logs in natural color.

Both the "Banff Springs Hotel" and "Jasper Park Lodge" operate 18-hole golf courses and each year attract large numbers of enthusiastic golfers.

In addition to these two resort hotels the C. P. R. operates the "Chateau Lake Louise" on the shores of a lake bearing the same name, located in the Rockies, some 40 miles from Banff, and the "Algonquin" at St. Andrews-by-the-Sea, N. S. It will also erect hotels at Digby and Kentville, N. S.

The Canadian National operates the "Pictou Lodge" on the shores of the Atlantic near Pictou, N. S., and "Minaki Lodge," on the Winnipeg river in the pine scented woods of northwest Ontario. Like "Jasper Park Lodge" these are summer hotels and follow the Canadian National design of a central lodge with adjoining cabins for the accommodation of guests.

In 1930, Canadian Pacific hotels earned net profits exceeding $7,000,000. Up to the time of writing Canadian National figures have not been made public but they are expected to reflect a similar condition.

Workers employed in these hotel systems are largely unorganized, with the result that as yet no wage agreemnt has been negotiated.

A. R. A. TRAIN CONTROL BULLETINS ARE AVAILABLE

Nine bulletins on Automatic Train control have been published by the Committee on Automatic Train Control of the American Railway Association and copies of the complete series are available to signal department officers and employes. These books constitute the most complete assemblage of information on this important subject ever gathered and all students of the art of railroad signaling should provide themselves with a complete set.

The series is as follows:

No. 1—Automatic Train Control Development and Progress.
No. 2—G. R. S. Co., Intermittent Inductive Type.
No. 3—U. S. & S. Co., Intermittent Inductive Type.
No. 4—Miller. Intermittent Electrical Contact Type.
No. 5—Regan. Intermittent Electrical Contact Type.
No. 6—National Safety Appliance Co., Intermittent Magnetic Induction Type.
No. 7—Sprague. Intermittent Magnetic Induction Type.
No. 8—U. S. & S. Co., Continuous Inductive Types.
No. 9—G. R. S. Co., Continuous Inductive Types, and General Miller Intermittent Inductive Type.

The prices of these bulletins, postage prepaid, to officers and employes of members of the A. R. A. is as follows:

Bulletin No. 1	$0.75
Bulletin No. 2	.35
Bulletin No. 3	.25
Bulletin No. 4	.25
Bulletin No. 5	.25
Bulletin No. 6	.35
Bulletin No. 7	.35
Bulletin No. 8	.75
Bulletin No. 9	.50

The prices to persons who are not officers or employes of A. R. A. members are just double those shown above.

Orders should be sent to the Committee on Automatic Train Control, American Railway Association, Transportation Building, Washington, D. C. Checks or money orders should be made payable to the American Railway Association.

Purchasers not desiring the complete series can obtain any one or more of the bulletins separately.

FOR OILING MECHANICAL LOCKING

Use Zero Signal Lubricating Oil in a hand spray gun similar to a Fly Tox spray gun.

This will break the oil into a fine mist with sufficient force to lubricate the hidden and unseen parts.

The amount of oil is very easily regulated.

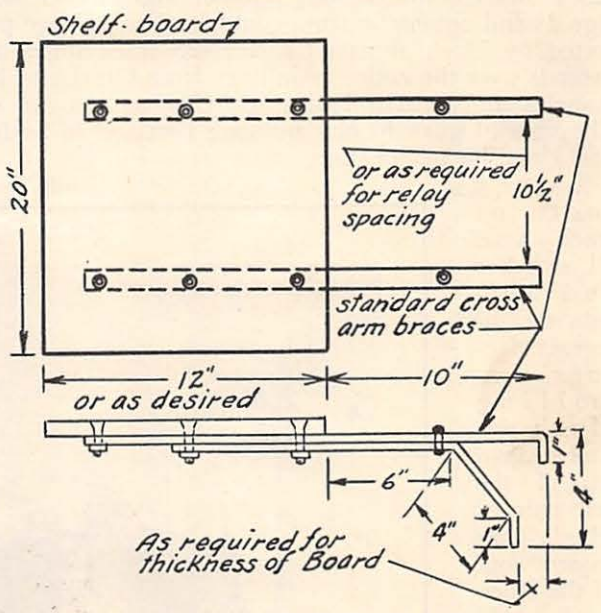
Absolutely no waste or excess of oil is used by this method.

H. F. Warner,
Leading Signal Maintainer,
New York Central Railroad,
South Bend, Ind.

SIGNAL SECTION BINDERS NOW ON SALE

The Signal Section of the American Railway Association has announced that binders for the chapters on "American Railway Signaling Principles and Practices" are now available. Each binder will accommodate thirteen chapters.

They are being sold for the sum of $1.00 each, postage prepaid. Orders should be sent to the Signal Section, A. R. A., 30 Vesey Street, New York, N. Y.



PORTABLE SHELF FOR OPEN RELAY RACK TO HOLD TEST SET AND TOOLS

Application

Place fork end of adjuster in hollow of pressed steel bracket. Run up sleeve nut until end cap bearing is set firmly against head rod at point ahead of first lug bolt. Loosen bolts at head rod adjustment only enough for grooved edges to pass, then operate spreader until desired adjustment is obtained. Tighten securely the two bolts at adjustment in head road before spreader is released.

A. C. Hitt,
Maintainer, N. Y. C. RR.,
South Bend, Ind.

Block Signals—The Silent Sentinels*

By A. H. McKeen

System Signal Engineer, Union Pacific System

Mr. McKeen

IN NO American industry are more widespread and successful efforts being made in the interests of safety than on railroads, and the block signal is unquestionably the most substantial contribution toward safety in modern railroad operation.

How many accidents are prevented by our block signal system we do not know, as it is not possible to compute the results of "what might have been," but they do represent the climax of achievement in doing the work that a thousand men could not do without their aid in safeguarding life and limb.

With heavier trains and faster schedules, the question of safely and expeditiously moving this traffic is closely analyzed, and each year we find a broader field for signaling devices.

The Union Pacific System lines have expended over 12 million dollars for the installation of automatic block signals, interlocking plants, highway crossing signals and automatic train control. The mileage protected by block signals totals 5,425 track miles and extends over the entire main lines from Omaha to Los Angeles and Portland; Kansas City to Denver and Cheyenne; Ogden to McCammon; Portland to Seattle, and Umatilla to Spokane.

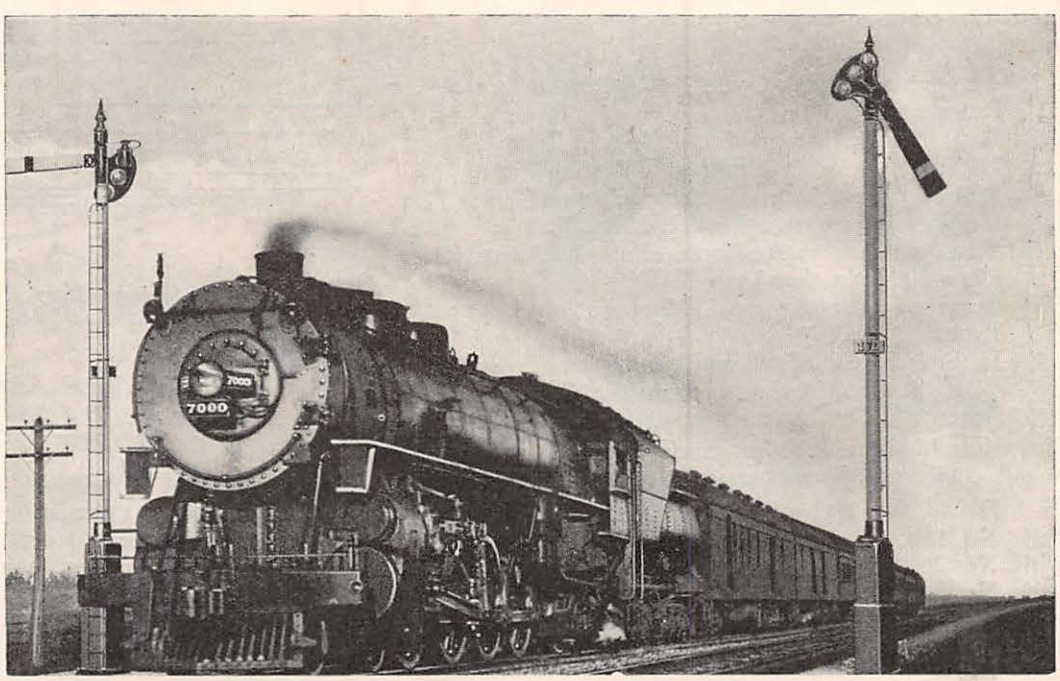
Every foot of track and all switches and turnouts are integral factors controlling block signals and until the last pair of wheels has passed out of the block and all switches have been properly set the signals will remain in the position indicating "stop."

The large increase in the use of automobiles makes every highway crossing a source of danger, and the large number of fatalities each year are a source of concern to railroad officers and employes. The highway crossing signal plays a most important part in reducing crossing accidents.

The work of maintenance of the signal system is looked after by signal maintainers, especially trained in the service. With the underlying thought that safe and satisfactory performance of signaling apparatus depends primarily on good principles of construction, efficient supervision and maintenance, these men naturally observe all rules pertaining to safety. They depend on motor car transportation and usually travel and work alone, both day and night, in all kinds of weather, and it is necessary that they take every precaution for their own safety as well as that of others.

To the passenger on our trains, there is assurance that he moves along in a zone of safety at all times; that his train will not run into another train or that another train will not run into his; that he is not endangered by misplaced switches, broken rails, cars outside of clearance point on sidings or other unsafe conditions, and when he retires for the night he may sleep in peace, with the assurance that the silent sentinels are alert, displaying a green light so long as the track ahead is safe and holding out a red light insisting that the train stop, if unsafe conditions exist in the block ahead.

*Reprinted from the Union Pacific Magazine, April, 1931



Every Union Pacific train moves in a safety zone at all times.

"Give a sentence using the word 'bewitches.'"

"Go ahead. I'll bewitches in a minute!"—Judge.

* * *

Patron: "May I have some stationery?"

Hotel Clerk (haughtily): "Are you a guest of the house?"

Patron: "Heck, no. I am paying twenty dollars a day."

* * *

Judge Court: "When you married him you promised to share his lot, didn't you?"

Mrs. Feddup: "Yes, but I didn't know then it was just a lot of trouble."

* * *

Pompous: "You have asked for my daughter's hand in marriage! What, may I ask, are your financial prospects?"

Prospectus: "We have an income of about $11,000 a year!"

Pompous: "Well, that's not so bad. With my daughter's allowance of $10,000 annually, you ought to be able to get along!"

Prospectus: "Yes, sir, I—I—included that!"

* * *

Binks (phoning down from his room): "Night Clerk?"

Snippy Clerk: "Well, what's biting you?"

Binks: "That's what I want to know."

* * *

Mother: "Mabel's young man has taken offense at something. Have you said anything to him?"

Father: "Not a word. I have not even seen him since I mailed him last month's electric light bill."

* * *

"Who is that fellow with the long hair?"

"He's a fellow from Yale."

"Oh, I've often heard of those Yale locks."

* * *

Magistrate: "You say this man stole your watch. Do I understand that you prefer the charge against him?"

Murphy: "Well, no, your worship; I prefer the watch, if it's all the same to you."

* * *

"Really, gentlemen," said the candidate, "with all this uproar I can hardly hear myself speak."

"Well, cheer up," shouted a man, "you aren't missing much."

* * *

Landlord: "What is the complaint?"

Tenant: "The bathroom faucet won't run; would you mind having the hole in the roof shifted over the tub?"

"How kind of you," said the girl, "to bring me these lovely flowers. They are so beautiful and fresh. I believe there is some dew on them yet."

"Yes," stammered the young man in great embarrassment, "but I am going to pay it off to-morrow."

* * *

Guest: "Look here! How long do I have to wait for the half portion of duck I ordered?"

Waiter: "Till somebody orders the other half. We can't go out and kill a half a duck." * * *

"No, I can't give you an appointment this afternoon; I have eighteen cavities to fill," said the dentist as he turned from the telephone and picked up his golf clubs.

* * *

Mrs. Peck: "Where have you been all evening?"

Miles: "At the office."

Mrs. P.: "Then you must be made of asbestos for your office burned down two hours ago."

* * *

Sunday-School Teacher: "And when it rained forty days and forty nights, what happened then?"

Bright Willie: "The natives said it was very unusual."—Life.

* * *

Mr. Sapleigh: "What's the difference between this new model and last year's car?"

Efficient Salesman: "Well, the automatic cigar lighter is an inch nearer the steering wheel."

* * *

"What are those brown spots on your lapel—gravy?"

"No, that's rust. They said this suit would wear like iron."

Angry Guide: "Why didn't you shoot at the tiger?"
Timid Hunter: "He didn't have the right kind of expression on his face for a rug."

"He swore he would shoot himself if I did not accept him."
"What did you do?"
"Saved his life."

"Well, my wife has divorced me."

"And I remember the time when she used to wave her hand to you every morning when you left the house."

"Well, you see, it wasn't a permanent wave." * * *

Witness: "Mr. Blank would not take advantage of anyone. He's a perfect gent."

Judge: "I suppose you mean by 'gent' something short of a gentleman?"

* * *

Friend: "But you don't mean to tell me that you bought that new limousine just to satisfy a whim of your wife's?"

The Other: "Ah, you don't know her, old man. She's got a whim of iron."—Humorist.

* * *

Budding Young Poet: "But I beg you—I've put my whole mind into this poem."

Editor: "And I tell you we're not buying blank verse."

* * *

Prison Chaplain: "Why are you here again, Perkins?"

Convict: "Because of my belief, sir."

"Your belief? What do you mean?"

"I believed the policeman had gone by, sir." * * *

"The lady complains that you showed her no courtesy."

"But, sir, I showed her everything else we had in the shop."

* * *

Wife: "John, is it true that money talks?"

Husband: "That's what they say, my dear."

"Well, I wish you'd leave a little here to talk to me during the day. I get so lonely."

* * *

"Every day I tell my wife a dozen times how much I love her."

"Does that keep her satisfied?"

"No; just pacified."

* * *

"I'm a self-made man," said the pugnacious clubman, glaring around the room in the midst of an argument.

"Sir," said one of the older members, "we accept your apology."

George Washington Bicentennial

The Nation-Wide Celebration of the Two-Hundredth Anniversary of the Birth of George Washington, 1732-1932

BEGINNING on February 22, 1932, and continuing until Thanksgiving Day of the same year, there will be observed throughout the United States a commemoration of the two hundredth anniversary of the birth of George Washington. The celebration is sponsored by the United States Government, and Congress has created a commission charged with the responsibility of formulating and putting into operation plans for the event.

The program is intended to provide for the participation of every man, woman and child in the United States. The celebration will extend to every village, town and hamlet in the country. It is to be nation-wide in its scope—the most far-flung and all-inclusive observance ever undertaken in America.

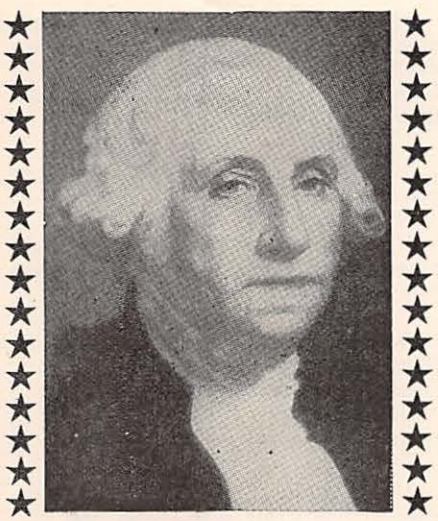
In order to prevent a geographic concentration of the program, there will be no exposition. The commission wishes to exclude all such material phases. Instead there is to be an emphasis upon the spiritual—an appreciative reawakening in the hearts of all the people of the character and the life of America's greatest citizen.

The aid of each state and territory has been solicited by special action of Congress and it is expected that the governors and legislative bodies of these units will appoint state bicentennial commissions to outline the work in their respective commonwealths. Many of these commissions have already been appointed and are now working effectively.

The school children of America will have an important part in the celebration according to the programs now being effected. It is planned to familiarize them more thoroughly with the life and character of George Washington. For this reason a great deal of information is now being gathered and carefully checked for absolute historical accuracy. This material will very likely be placed before the thirty million school children in the United States in the form of programs, pageants and plays to be given on dates of great historical interest. In this way the children will be impressed with the significance of Washington's winter quarters at Valley Forge; the battles of Trenton and Yorktown; and many other places in which Washington showed his heroism and loyalty to the cause of America; his boyhood days, when he learned the lessons which were later to prove so valuable to him; the respect he always had for his mother and her teachings; in fact, the example of obedience to authority which characterized his entire life.

The Associate Directors are now giving consideration to the preparation of pageants especially prepared for schools and local communities. Tree-planting programs will be encouraged, so that there will be a George Washington tree in every school yard. In school buildings encouragement will be given to patriotic decorations, pictures, and similar inspirational objects as part of the permanent school equipment.

Each schoolhouse in the country will be presented with a portrait of Washington, and it is expected that the American flag will fly from these buildings during the entire span of the cele-



bration in 1932. Many educational bodies throughout the country propose to hold national conclaves during the year 1932, in which George Washington and his many contributions to his country will be the main theme of their deliberations.

Similar cooperation will be asked of every civic, patriotic, educational, fraternal, and religious organization in the United States. It is believed that there will be available as a part of the general program a great moving picture that will depict the life and activities of George Washington. This master picture will be in many reels, but so arranged that one or more reels can be shown independently of the others, for a long or short picture program. It is intended that such a picture will be made with a sufficient number of copies as to permit every school, church, theater, club, and fraternal organization in the country to show it.

Business organizations are devising various means to utilize the participation of all commercial and civic bodies. Calendars, posters and window displays depicting some of the outstanding events in the life of Washington will be in evidence everywhere during the entire year.

In order to guarantee the historical accuracy of all publications sponsored by the commission, Professor Albert Bushnell Hart of Harvard has been designated as its historian. Professor Hart will be depended upon to check the historical accuracy of all printed material.

Beside this function, the historical department of the commission is preparing a series of pamphlets on the various phases of the life of George Washington. These pamphlets which will average some twelve thousand words or thirty printed pages in length, will later be combined in a book to be called "Honor to George Washington."

Under the direction of Mrs. John Dickinson Sherman, special attention is being given to activities particularly appropriate for the participation of the various women's organizations throughout the country. The life of Washington's mother and the importance of the influence she exerted in molding the life of her famous son are to be presented in a collection of interesting and authentic material.

It may well be said of Washington that he left a better record of his life than can be found in any of the numerous biographies written since his death. In order to understand Washington one should go to his writings. Only by studying his diaries, letters and journals can one get the true measure of the greatest American citizen of all time. With this idea in mind Congress authorized the collecting, editing and publishing of "Washington's Writings." This enterprise is in the hands of Dr. John C. Fitzpatrick of the Library of Congress, editor of "Washington Diaries" and one of the leading authorities on Washington and his time.

Special efforts are being made to collect the music of the colonial and revolutionary period, and some of the most famous of American composers have promised to write memorial music in honor of George Washington. In a similar way it is proposed to revive some of the more colorful dress patterns and to popularize patriotic figured prints for the year 1932

The Associate Directors of the George Washington Bicentennial Commission are anxious to receive from the public generally such suggestions as many help to carry forward the general plan herein indicated. Correspondence is solicited upon any phase of the program. It is especially desired that officers of towns, cities, and school districts write their views upon the subject, and also the Associate Directors would welcome communications from officers of all kinds of civic organizations both local and general. All such suggestions will be given prompt and careful attention, and it is hoped that from them this general program may be enlarged and improved and new methods found for extending the work of this organizaton so as to reach every man, woman, and child in America and impress upon each an inspiration that will mean an added impulse throughout life to a better and higher type of citizenship.

LODGE NEWS

Lodge 7, New Haven

During our regular meeting nights hereafter, Safety First matters will be discussed, which will come up under "Good of the Order."

Still awaiting decision on the grievance case of the Shopmen, which was held before the Signalmen's Adjustment Board on April 8.

Application for reinstatement of Geo. P. Manual, Signal Maintainer, Rowayton, recommended by L. Baylies was favorably acted on at our last meeting.

Brothers Cook and Ledwith still on the sick list, but we hope this good weather will hasten their return to health and that they will soon be back to work.

Brother Frank Connellan who has been ill at Cedarcrest Sanitorium, Hartford, was visiting his home in New Haven over the Easter holidays, and expects to be discharged as fully cured within a short time.

Whaley's gang and C. Warren's gang are working in the vicinity of S. S. 85, East Haven. Al Schmitt's gang still at Connecticut River and Saybrook. The job will probably be cut in service within two weeks. I mean the one Schmitt is on.

Bardo's gang installing flasher signals at New Britain.

Brother O'Brien was present at our meeting which was held on April 4 and told us how hard our organization has been working with management to try to get our members on the six day a week basis.

Brother O'Brien gave a very interesting talk as to the Safety First meeting which our various locals have held on the New Haven System and stated that the management is very much pleased with the interest our members have shown. In fact the signalmen on every division have been put in a class by themselves and their accidents will be separately reported therefore it is up to every signalman on the New Haven System to avoid accidents as we want to come out 100%. Supervisor Warren announced to the boys that he will pass the cigars around to his men if they win. Let us hope all divisions reach the mark as Mr. Warren's offer holds good even if all the divisions are tied. He says if that happens, and he has so much confidence in the signalmen that he believes it will, he will double the amount of cigars. Let us hope the other supervisors tell their men the same, although we don't need any prize to make us all do our best.

CORRESPONDENT.

Lodge 8, Union Pacific

I would like to congratulate Brother Liljegren on his quarterly report which appeared in our last issue, and I would suggest that we reserve every third issue for further reports on General Chairman's activities, although that doesn't eliminate him from giving our column an occasional product of his pen.

At this writing I am without an official list of the delinquents, but I can assure you that the Wyoming Division is very near 100% B. R. S. of A.

The prospects of new work on this division are very much assured and I'm sure those laid off recently will soon be recalled.

We are still patiently waiting for news from the other divisions and will appreciate any literary efforts on their part.

Remember it's your organization, local and JOURNAL and it's up to you to carve its destiny.

R. W. HEARD.

Lodge 16, Pennsylvania Railroad

Once more we got the rasberries for skipping a month's contribution to the JOURNAL. We are supposed to take that as a compliment for that's the way we hand out bouquets among signalmen. Anyhow there is no excuse for not giving our last meeting a writeup. Our lanky legged brother and penpusher at Harvard Ave. did the honors and he furnished us with a special brand of entertainment, at least his neighbors did and if some of our members in good standing got nervous at the sight of the "paddy wagon" and wondered what safety rule they had broken, we forgive them for there were too many fireworks to suit us.

It proved an interesting meeting even if only the Cleveland bunch were present. Letters of unusual interest were read from some of the boys down the line; it is that sign of interest on the part of others which gives encouragement to the officers.

We were informed by our local chairman of the proposed plans to further educate and develop a better type of signalman and it made some of us wish such plans had been carried through years ago.

We have to congratulate Brother Eiben on his promotion and we give him the glad hand for the bunch at headquarters. Here's luck to that dog fancier at Homeworth, it looks like some of our fellows are bound to spread out.

An added feature to our meetings these times comes as a result of our local chairman's promotion to the regional committee. We wish it were possible to get all this detailed news to all the boys instead of just a brief intimation of work done, but we must ask for continued faith and trust from those not privileged to visit headquarters and will always try and merit same.

I should have mentioned that Brother A. Eiben has been appointed on the grievance committee taking the place of Brother N. B. Simison who resigned because of sickness, we hope our sick brother will find this spring weather more to his liking and that it will bring back health to him.

C. COLE.

Lodge 18, Pennsylvania Railroad

In the February JOURNAL a notice was printed for the correspondents to print more news of the lodges and the Brotherhood in general. This request has also been made in a sarcastic manner by some of our brothers. They want to read about the lodge meeting proceedings. Let me state here, that any member, in good standing, is entitled to attend our meetings and as our JOURNAL falls into the hands of many non-members, I do not care to print anything which will benefit them or give them any idea of what transpires in our meetings.

I always try to confine our news to members in good standing. If you care to know anything about our meetings, please attend them. I promised at one time to print the names of all brothers who attended our meetings and was threatened with several withdrawals if I did so.

Now if you use lodge as an excuse to get out on Thursday nights, please attend our meetings. I believe we have the largest membership on the system and almost the poorest attendance.

Several men, members and non-members, ask me on Friday if there was anything good, last night. You know where we meet. Attend our meetings yourself and get the information first hand. Don't wait to read it in the JOURNAL or get a broken story from somebody else.

On the last pay-day in March, I was

INCOME PROTECTION

CONTINENTAL CASUALTY CHICAGO

It is better to have Accident & Health Insurance, and not need it than to need it and not have it.

Therefore, insure your income now, while you are still able to buy such protection. After you are sick or injured *you can't buy it.*

A small monthly premium will protect you. You will not miss this amount if you are working, and it would not go far if you were disabled. A premium payment will provide a steady income if you are sick or hurt. Mail the coupon for details.

Name .....
Address .....
..... Age .....
Occupation ..... R. R. .....

Continental Casualty Co.
General Offices CHICAGO
Canadian Office TORONTO

THE RAILROAD MAN'S COMPANY

WHY WAIT—GET IT NOW

working at the "Zoo." Getting a hurry call to "Broad," as they were tied up in the mechanical locking. Taking Oscar Craver, we were speeding to "Broad" and got stopped by a policeman. After looking the car over he told us a bank had been robbed and we resembled the suspects. Imagine us with a kit of tools for mechanical locking. But we came through all right.

Ernie Beilfuss came dashing through the rain on April 1, early in the morning looking for a wreck at "A" tower. Who played this dirty trick on Ernie?

Well, we just put "B" tower on "A" tower's machine and this job also went over 100%.

The job at "Zoo," putting "DI" on "Zoo" machine was another 100% job.

We had a fair meeting the other night and were favored with some visitors from Local 58.

We are conducting a drive on delinquent members and were well rewarded for our efforts last meeting.

We are very sorry to announce the death of one of our honorary members, Richard Conway.

This is about all, so toodle-oo, until next month.

"UNCLE WIP,"
1828C.

Lodge 25, Pennsylvania Railroad

Heigh Ho everybody!

Some of the members of our New Jersey locals and especially 25 will rub their eyes and wonder how come. Well, I have been requested to bring out my embryo journalistic talents and endeavor to keep 25 to the front with all that's new in its workings.

Number 25, at its last meeting which was held at the regular meeting rooms, Mosque Building, 1020 Broad St., Newark, installed elected officers.

With a feeling of great pride we installed to the office of Chief, Brother Gilbert E. Martin, rotund and cheerful, yet forceful. Brother Martin by the way is well able to carry out Napoleon's theory, "An army fights well on a full stomach," he having taken a post graduate course in the culinary art in Metuchen's largest beanery.

William Malley was placed in the first vice chief's chair, and reliable Ed. Burt was installed as second vice chief, and is an able representative of the telephone brothers.

Charles Malley, just to keep Bill company, was reinstalled to the big job of recording secretary, a job that Charlie has held down efficiently and well.

Brother David McQuade was unanimously reseated as our local chairman. Gee, it must have been a great feeling for Dave when he found out how every member was behind him. We feel that nowhere is there a better man to be had than our Dave, and with the assistance of two such able fighters and go-getters as Brothers D. Hork and Louis Sorro our array in this line is complete.

Brother Philhower has taken over the combined duties of financial secretary and treasurer. Quite a job, but Jack has the patience and ability to carry out the financial welfare of our organization with a sort of go get it, and believe me, if there is any chance, Jack gets it.

Brother Wolf has again taken over the office of Semaphore. Genial Freddie is always on the job with suggestions and ideas. Well, Fred, present them all, no harm. Your ideas have been very helpful.

Brother Chas. Heim has taken the Chaplian's vestments and we feel sure Charlie will serve as an able guide in our reverent thoughts.

Brothers L. Sorro, A. Miller and D. Vought were installed as trustees.

Having already spoken of our new chief a word must also be said for our retiring chief. Brother Hearl has served our organization well and it was only his own word that made his retirement necessary. Charlie was always prompt in starting his meetings and always had the fellowship of all members of 25. In retiring, Brother Hearl, our handsome, hairless, hero, bursts forth in elocution and requests all brothers to extend his best wishes to all members not present, also his kindest thoughts to the rabbits who happen to be Charlie's friends. I am sure each and everyone of us will carry out his wish. Good luck, Charlie.

Brother Buengener has been conspicuous by his absence. Harry is on the entertainment committee. Gosh Harry, come around and entertain us with your presence.

Brother Alex Jones is again able to be out with us. Jones has been ill for some time and I take this opportunity to extend the best wishes for a rapid recuperation for Jonsey.

DICK 9.

Lodge 26, Reading

Saturday night Apr. 18, Local 48 of Wilmington Del., held their First Annual Dinner and Dance at duPont-Biltmore Hotel. Twelve members of this local went to Wilmington to attend the Dinner and Dance. It was a pronounced success as any of those attending will tell you. The dinner was up to the standard according to Brother Spohn, our critic on dinners. During the dinner an orchestra furnished music while the singing was in charge of a song leader. During the singing the song leader found the qualities of Brother Blatt as a singer and requested Brother Blatt to sing for the gathering. Brother Blatt started a bit weak, but as he went on he found he had to do some singing in order to entertain the audience. You should have heard him when he got started and the applause when he was through. I suppose he received some of his "pep" from the shad he ate at noon at Wilmington. Ask him about this when you see him.

After the dinner the Chairman Brother Rickerts introduced Brother Fulmer as the Toastmaster and better known among the brothers as "Pop" Fulmer. "Pop" Fulmer introduced the speakers who were Grand President, Brother Helt; Grand Vice President, D. C. Cone, and General Chairman, Brother G. C. Malmsjo. The speakers were enjoyed by all mainly on account of their brevity. All the supervisory force in charge of the signal department from the superintendent and on down the line were at the Dinner and Dance. All had a good time and we are looking forward to the Second Annual Dinner and Dance next year.

Fraternally yours,

BY HECK.

Lodge 31, Baltimore & Ohio Railroad

Since our last article in these columns your General Committee has secured some very good concessions in the method of handling grievances with the management. Effective at once, when a Local Chairman receives a grievance from a member or some violation of the agreement is called to his attention he is authorized to handle the matter direct with the Division Engineer of his division. In the event no settlement is reached with the Division Engineer a joint submission is then drawn up and presented direct to Mr. Blaser by the General Chairman. (Except cases involving discipline which must be handled with the Superintendent and General Superintendent and Assistant Vice President Blaser.) This new system speeds up the handling of cases very much and should result in better conditions and practices between the management and employes. Local Chairmen have received instructions from the General Chairman regarding the above change.

It is with extreme regret that we report the death of Brother W. E. Mades, Signalman, W. E. Baltimore Division, on Dec. 22, 1930, at Keedysville, Md. Local Chairman Melvin arranged for a floral design and attended the funeral. Brother Mades' family extended their appreciation for the floral design and other considerations extended.

Brother S. J. White, retired Signalman, W. E. Baltimore Division, just recently lost his wife and Local 31 extends its regrets to Brother White.

After many unfortunate delays which evidently could not be avoided, the Brotherhood has at last been successful in having a United States Mediator serve on the following cases of long standing. "Cooks for Camp Cars," "Assistants with less than four years training, claim for mechanics rate when filling the place of a Signalman or Signal Maintainer," and "Demotion of W. I. Ridings." At the time of this writing no settlement had been reached on any of the cases.

Are you doing your share to make our Union 100%. If not, why not?

CERTIFICATE 3155.

Lodge 33, A. T. & S. F.

As announced in last month's notes Local 33 held its usual monthly meeting on April 12 at Labor Temple Wichita, Kans. I want to correct that statement, it was not usual, it was unusual. Unusual in the fact that we had a representative from Grand Lodge. Brother Martin, Grand Vice President, read a most interesting paper to us. Unusual also in that we had a larger number present than we usually have. We had some good talks from a few of the brothers and some lively discussion.

How encouraging and stimulating those monthly meetings are. From the opening prayer of our ritual to the closing of the lodge everything moved forward with orderly procedure. Any of you brothers who think this is overdrawn come to the next meeting and you will get the proof.

It's kind of hard to understand how anyone alive to his own interest and interested in the welfare of his fellows can stay outside the ranks of organized labor. Your correspondent has no desire to become sen-

timental in these notes because it is so easy to go from the sublime to the ridiculous, yet as we are in the midst of the Easter season bear with me in this. Easter strikes a note of joy. It is the triumph of light over darkness, of truth over error. It points the possibility of rising on the ruin of our dead selves to better things. Let us govern ourselves accordingly. Many who could be at lodge stay away and lose their enthusiasm while those old reliables who are there every opportunity they have are sometimes a little discouraged.

For the information of those who were not present at our meeting, let me say that the negotiations for setting up a Board of Adjustment for the Santa Fe System are in a healthy condition and we hope the board may soon be an established thing.

Would like to make these notes as newsy as possible and bring to you all the fine things that were brought before the lodge. This is impossible because of your correspondent's limitations, but I will urge that all who can make it, be in attendance at our next meeting. I understand the Ladies' Auxiliary have decided to take charge of refreshments.

Next meeting will be on May 3, at 813 Walnut St., Kansas City, Mo.

CORRESPONDENT.

Lodge 34, New Haven

A "safety first" meeting, under the auspices of the Brotherhood of Railroad Signalmen of America, was held at the Knights of Columbus Hall, New Rochelle, recently.

Arrangements for the meeting were made by Huguenot Lodge 34, and the meeting was conducted by James F. O'Brien, General Chairman, who presided as toastmaster.

The principal speakers were C. N. Woodward, Assistant to the General Manager of the New Haven System; P. T. Polsen, Division Engineer; O. F. Dorward, Signal Supervisor, Norwalk, Conn.; John A. Stuart, Foreman, Stamford, Conn.; A. C. Arterburn, Foreman, New Rochelle; Arthur Wilke, Foreman, Stamford, Conn.; William Bayless, Foreman, New Haven, Conn.; J. J. Kilgallon, Chief of Local 34; James Brown, Foreman, South Norwalk, Conn.; Thomas F. Fewer, Local Chairman, Local 34, New Rochelle, and William Lonagan, Boston and Westchester Railroad, White Plains.

Mr. Woodward spoke briefly on the safety work on the New Haven System, and congratulated the employees on the good record for 1930, and urged a better one for 1931. The number of accidents had been greatly reduced during 1930. Mr. Polsen urged efficiency, which, in turn, would result in fewer accidents. The other speakers touched briefly on some phase of "Safety First."

CORRESPONDENT.

Lodge 36, New York Central

Well brothers, how did you enjoy the banquet on the 21st of March? She was a humdinger, eh? Well, you can expect something bigger and better next year, so don't miss it.

Had quite a lively meeting on Mar. 26 with about 35 members present. The brothers that don't attend these affairs sure are missing something, believe me. The usual luncheon, etc., was served.

A final accounting of the banquet was given by Brother Lehmann and we find we lost a little on the deal, but nevertheless it was sure worth it, which I think you will all agree.

A motion was put through that the local purchase a banquet photograph. This is a good idea as I think we should keep a remembrance of all the good times Local 36 has.

Our Local Chairman "Bill" Hankin gave a report on the committee meeting which took place on Mar. 21, and it was very interesting.

We are still after new members and are getting results as we have one new member and a reinstatement to report. The brothers are J. J. Dean and L. Burgett. Keep up the good work, boys, and I'm sure old 36 will show the Grand Lodge how we stand. I guess we're making them all sit up and take notice as it is.

There is some talk about holding a stag outing this summer. What do you think of this suggestion brothers? Come up and attend meetings and give us your ideas on these subjects.

It was decided to have speakers at our monthly meetings to give talks on subjects pertaining to our daily work. We think this will be a good thing as the brothers will not only get practical knowledge, but will also attend more regularly.

There haven't been any changes in this district lately and everything is about the same.

Now for a few notes about the second annual signalman's banquet.

In the first place there were about 120 men present and when I say men, I mean good scouts, all of them. One thing I must say brothers, and that is, there are no rowdies amongst the signalmen. As far as I could see there wasn't a fight or harsh word spoken, nohow. All the boys were there for a good time and that's what they got, believe me.

Our Grand President Helt gave a wonderful inspiring speech and I think it made all the brothers feel good. Grand Secretary Austin also gave a short talk and we heard from several Lines East and West Committeemen. All in all, I think most of us enjoyed these talks and hope these speakers return again next year.

Banquet of New York Central Lodge No. 36, Buffalo, N. Y., March 21, 1931

The dinner was enjoyed immensely with everybody eating and trying to sing, which made a lot of noise all around.

The entertainment was enjoyed by everyone, I guess. The show lasted about two hours and was very, very good.

It was noted there were many visitors from our neighboring locals present. The lines east and west were well represented. I tell you brothers they are beginning to look up to No. 36 and let us hope they continue to do so.

I guess no one regretted being present. Every section on the Buffalo Division was well represented and in some cases all possible were present from their respective sections.

From present reports all were well repaid for being there and will return again next year. Let's hope so, and bring your friends.

Brothers, the Chairman of the banquet was L. Lehmann of S. S. 48, and deserves all the credit in the world for putting it over and believe me he succeeded wonderfully. I think you will all be unanimously in favor of electing him for next year's affair. I hope all you brothers will individually thank Brother Lehmann for the service he rendered for all of us. There is a lot of work to handling one of these affairs and if you don't believe it ask someone who tried.

Well brothers, so much for that until next year.

Our genial Secretary "Sid" Strang says there are still a few brothers back for the first quarter and he also has new cards and buttons for the second quarter. Come on up brothers and be in style with an up-to-date card and new shiny button.

I guess I'll have to close with another warning and that is, not to miss our monthly meetings from now on. The place is Fox and E. North Sts., and the time is 8:00 o'clock every fourth Thursday of the month.

That's all.

M. A. VALLEE.

Lodge 43, C. & N. W.

Had a few lines from Brother M. Lee and he tells me that Brother W. J. Neibuhr has been helping out on Nevada territory. Brother H. N. Taylor of Ames was also doing some work on Nevada territory. There always was a lot of work to do at this point. Sometimes there is need for more men on any territory instead of laying off any of them.

We also have some news from up north. Brother J. P. Borup says this has been the nicest and warmest winter he ever worked in the 22 years he has been with the company. Well Pete, this has been a nice winter down here too. No plants snowed under and all the new plants working O. K.

As most of you already know, Brother O. C. Scharnweber was operated on for appendicitis and was in the hospital at Des Moines for a week. He is back on the job and I don't believe he lost a pound. It sure does take a lot to down a Dutchman, eh Dutch? Well, we are sure glad you got along as well as you did.

Brother R. H. S. has been helping the Belle Plaine force make some J. changes.

Brother H. O. C. is putting some welded bonds on the Linn Co. Line. Well Homer, if you do it right perhaps they won't fall off this time. Ask Pete if they just fall off or if they were knocked off by dragging equipment. I suggest the latter.

Brother A. J. Mays and his line gang are now located at Wheatland, Iowa. Slow but sure boys. You are getting closer to the River every day.

Brother F. Klahn and gang are still at Clinton. Besides putting new cables on the Draw Bridge and the Island, new plates and braces on Fifth Street slips, a new pole line through the slough, and overhauling South Fulton Plant, we have been having a vacation this winter. I don't see how they do it, but we have had several boats already and I guess the river is the lowest it has been for about 20 years.

Will close now with one thought in your minds boys. We have several nons and I think with a little talk and perhaps a threat once in awhile, we can get them all back in the fold.

Do what you can and it will be very much appreciated.

Fraternally,

PIRK.

Lodge 47, T. H. & B.

Well brothers, Sunday, April 12 was a banner day for Local 47. We had quite a gathering at the Royal York Hotel, Toronto. Brothers Hurst, Carson and Brisbane went to Toronto on Saturday to meet with the Grand Lodge officers, and to assist in arranging for the meeting on Sunday. Brothers Smith, Aspden, Trembley and I went on Sunday morning and arrived there half an hour before the meeting, and Brothers Anderson and Willford arrived soon after, so Local 47 was well represented. After the usual introductory speeches we adjourned at 12:00 o'clock for lunch. Some of us had lunch at the Walker House, and we were fortunate in having Brother Smith's son with us, who is working on the new terminals at Toronto. He took us for an inspection of the new towers, but on arriving at one which is in course of erection, we had an unfortunate, happy surprise.

You might think I am not in my right mind by saying an "unfortunate, happy surprise." Well we were on the outside looking in, when Mr. Job, an inspector of the Toronto terminals, came out with an inspection party and invited us to join his party to inspect the "Cherry Street Tower" which is in operation, and as we had no car with us, we all jumped in his parties' cars (two by the way), and when we all got in we had eight in each car. Some load. I will explain now how it was "an unfortunate happy surprise." It was unfortunate because the inspection took a little more time, and we were a little late for the afternoon session but it was happy because Mr. Job was also attending the meeting, and after explaining all to us and answering a thousand and one questions, he drove us back to the Royal York, so we had a day of business and pleasure.

I suppose some of the brothers of Local 47 who were at the meeting are wondering why we let Brothers Pettit and Cone take the credit of getting Brother T. A. Austin over at the meeting, when it was Local 47 and only Local 47 who should have gotten the credit, but I was waiting for our spokesman Brother Smith to contradict Brothers Pettit and Cone as he signed the invitation to Brother Austin, and as he didn't say anything I thought it best to keep mum. I had the satisfaction at the noon hour recess to ask Brother Austin about it and he said if one of us would get up and contradict their statements he would be only too pleased to back us up.

He wished me to thank Local 47 for the time he had, and hoped to see us again.

I was very glad to meet "Old Tom." He is just the man I pictured him, and I am sure we can congratulate ourselves on the Grand Secretary Treasurer that we have.

It is no good trying to tell the brothers what took place at this meeting or the good we accomplished, as we will be holding a meeting on May 1 when Brother Smith will be able to give the brothers who were not there all the information.

I am pleased to say the Toronto brothers treated us all to a grand banquet in the Royal York after the meeting.

Hoping for a large turnout on May 1.

W. J. FIELD,
Correspondent.

Lodge 49, Southern Railway

Hello boys! I know you all had a big Easter at home as I did not see so many at the meeting in Chattanooga. Boys we had a big time there so if you did not have a big Easter you should have come to the meeting.

Now you good Brothers will have to excuse this little writeup for I am no writer, but I have been disappointed enough, as well as others, looking for a write-up in the JOURNAL for local 49, so I took it on myself to send in my best regards, and a Merry Christmas to those I do not expect to see at lodge before that time.

Boys, since we have not had a write-up in the JOURNAL for several issues I wish to make a very important announcement as I feel like the entire membership should be advised of this transaction. I take pleasure in announcing that Brother L. E. Futch, of 602 North, Troupe, St., Valdosta, Ga., has been elected Assistant General Chairman, B. R. S. of A., Southern System. I feel sure that I would be safe in saying that Brother Futch is a man that the members can depend on. I believe he will try to do justice to both the B. R. S. of A. and management, so don't be afraid to call on him when you deem it necessary.

There is one other thing I would like to mention for the benefit of those that may not know as much as they should about the B. R. S. of A. and that is, when a member in good standing has a grievance, and the Local Chairman does not settle this case satisfactory in your judgment, don't get mad or discouraged, for you have the right to appeal this case to the General Chaiman, and if he does not get a satisfactory settlement you can then appeal it to the lodge, and so on, up to and including President Helt, whose address you will find on the second page of every JOURNAL.

Brother J. E. Boles has just returned from the N. O. & N. E. Div. of the South-

ern where he worked for a period of (30) days before they run him off, Ha! Ha! He said that the boys down there did not know that the Southern R. R. went to Chattanooga, so I guess that is the reason we do not see them in Chattanooga on meeting days.

I would just like to say that the Interlocking at 13th, Birmingham, Ala., is nearing completion, and as you know it added 3 men to the Signal Department of the Southern, which was two maintainers and one assistant maintainer, and I want to say for the entire B. R. S. of A. Lines West, we thank the management for securing the maintenance of this plant.

It has been reported that Brother L. E. Hitt's wife, of York, Ala., has been in the hospital for an operation. Speaking for one and all we wish to extend to Brother Hitt and family our greatest sympathy and trust that Mrs. Hitt will overcome the operation and be able to join her family soon.

Hoping to see all members in Chattanooga, Sunday, May 10, I remain,

E. C. MELTON,
Local Chairman AGS-Div.

Lodge 53, Reading

On Friday evening, April 10th, at the Hudson Bowling alleys in Philadelphia, a team composed of Maintainers, representing the Philadelphia Division, Signal Department was defeated in four straight games, by a makeshift team, composed of employes from the 4th floor of the Sp. Garden St. building. During the course of the evening Brother John Suder was presented with a medal, the composition of which was lead. The medal representing the most hard luck bowler of the Signal Department. Supervisor T. G. Phillips, after making a very elaborate speech in which he referred to Brother Suder's hard luck and the continual snapping of the fingers, made the presentation. The affair was very much enjoyed by all.

Since the presentation of the medal to Brother John Suder, Brother Thos. F. Hills, Jr. (don't forget the Jr.) has become somewhat jealous. He being one of the defeated team, also claims that he, too, should receive a medal. The committee in charge have not as yet decided as to just what kind of a medal Hilly justly deserves.

Brother J. Herbert's wife has returned home from the hospital and is reported to be getting along very nicely.

The Ladies' Auxiliary, Liberty Relay, No. 7, held its regular monthly meeting on the evening of April 7. There was a fairly good attendance, considering the miserable condition of the weather. It was very gratifying to see those present, who, in spite of the weather journeyed from Reading and more distant points.

The gangs on the New York Division representing the Signal Department, it is reported, have been restored to full time. This sounds good, maybe the former good times are returning, and let it be hoped that we will all return to full time soon.

Brother Wm. Deabler has again returned to the hospital in Philadelphia. We earnestly and sincerely hope that when he again returns to his home that he will be entirely cured. Bill has certainly had his share of suffering and a change for the better must surely be heading his way. He surely does deserve it.

The Committee appointed to judge what the medal was to be for Brother Hill has just rendered their decision. The decision is as follows: That Brother Hill is indebted to the team for being allowed the privilege to play on it.

Brother M. Perzel is at present working one of the extra relief days. He is having trouble of his own trying to arrange the extra days so that they will connect up with the regular relief day, thereby giving the regular men the 2 days off together.

THE POODLER.

Lodge 54, Central of New Jersey

May, with its new, fresh grass, evidence of flowers in the plots on ones lawn, kiddies playing games, that most of us faintly recall, the maintainer making a thorough job of inspecting his out-lying equipment, drawbridges, signal location cases, air-lines boxes and what not. For all of us it means, as is so oft repeated, "a breath of the sun-shine filled air." Get your share, Brothers. A truly wonderful cure for "the blues."

It is very hard to write this, but here goes. There is entirely too much talking of brotherhood business, after it has been transacted at meetings, on "the outside." Fellows who while at the meeting, said nothing, getting "all steamed up" over what took place, what should have been done and wasn't, why this action was taken, but wasn't, condemning this and that person's expressed views, who spoke up when asked, on the subject "laid before the house." We all of us have our problems, if you have one that in your opinion needs "airing," don't do it while standing on a station platform, midst strange, but ever listening ears, bring it to the meetings, there "hash" it out, follow it through to what seems to your sense of fairness, a reasonable conclusion. Give all of us the benefit of the discussion. Others have successfully tried this method, won't you please do so? After all, we are here to, if possible, help each other, not to hinder. Come out with it, Brother.

We have been having some very interesting meetings lately, down at 1151 Anna Street, Elizabeth. Not meetings where everyone not present was "panned" but affairs full of stimulating arguments, discussions that waxed "hot, heavy and lengthy" with a surprising number of the Brothers attending taking active part and pointing out this and that angle of the topic up for settling. Ask Brothers "Chief" Meyers, Henny Bunting, Jack Criqui, Louis Kliesch, Tom Griffith, Len Barto and Ed. Burke if this is not so. Our Chief Signalman, Chris. Damm, has been making efficient use of hs gavel. The attendance by those Brothers from the Upper End has been greatly improved. Ray Gaumer has been accompanied by Art Schagel, F. Lawrence and several others of that Division. Very good, Brothers, keep up your encouraging efforts, they are certainly appreciated. It has been said, "we don't need men with new ideas so much as we need men who will put energy behind the old ideas." That is not only true of maintaining an interlocking and section of automatic signals, but is also true of Brotherhood work. Let's just see if we can't try out that common sense.

We all wish the following Brothers a speedy and complete recovery from recent cases of illness.

Brother "Bob" Roskell, who was struck by a car while disembarking from a Public Service trolley car.

Brother Johnny Kuerble, of Denny Quinlivan's "gang," who just left the Newark Hospital after a serious major operation.

Brother John Kirk who, Ray Gaurmer informs me, is very sick.

Brother Tom King, at the last special meeting gave us some splendid words of wisdom, when he said, "the struggle for existence keeps many of us busy and out of trouble." These quiet, easy going folk, have much sound reasoning behind their likeable manners. Perhaps he has seen, like so many do, "evil in idle hands." Whether you agree or not with that last line, nevertheless, you must admit, that such is oftentimes a fact.

That same element, Time, is hurrying on, and so, it being the case, I must leave you (did someone in the rear say, good riddance?) Very well, until June then,

Fraternally,
YOUR HUMBLE SCRIBE.

Lodge 55, Wabash

The March meeting was held in the supervisor's office at Moberly, Mo. Part of the session was devoted to communications from brothers who were reduced in rank when business became dull, they desire their proper rating. Brother Pickering of Local No. 85, C. & A., was present and made an interesting talk. A letter was read from Chief Clerk, Chas. Romanus, stating that the signal office force and several signal gangs had taken up a collection for the relief of a signal helper who is incapacitated. Coal, twenty dollars worth of groceries, and five dollars cash were given Mr. Atchanson and he is very grateful for the assistance.

Brothers, we urge you to make a special effort to have business men order their goods shipped via freight. In fact the cooperation of all railroad employees is absolutely necessary, if the railroads are to regain the revenue which the bus and truck competition are depriving them of. More business means work for more men! The railroads shipped and unloaded the material for the construction of the hard roads and not many of us had the wisdom to forsee that these roads, being constructed for the convenience of the farmer and the pleasure of the people, would be monopolized by conveyances which are actually a menace to the lives of other motorists. Besides robbing our railroads of their passenger and shipping business, the small revenue to our roads has caused many railroad employees to lose their jobs.

Brother Lincicum's territory seems to be having a run of bad luck—recently a wreck at Bement knocked down two train order and one style T signal and last week style R signal was knocked down by a wreck at Milmine.

CERT. 5540A.

Lodge 62, Pennsylvania Railroad

At our regular meetings, the first Tuesday night of each month at Greensburg and the third Tuesday night of each month at Johnstown, there has not been such large attendances, but there has been plenty of business transacted in the line of grievances and about working conditions.

Now, Brothers, remember this is your lodge and all Brothers should be interested in the meetings and know what we are doing.

Let's all get together and ask some Brother to attend our meetings. If you are working with any signalmen that do not belong to our Local give them an application blank and tell them that we need them to help run our Brotherhood. We are taking in new and reinstated members almost every meeting night and it is our desire to have the Pittsburgh Division one hundred per cent before long.

The Construction Gang at Johnstown has been 100% for the last two years. Why can't all the gangs be 100%.

Brothers Chas. Donalds and Jas. Younkers who have been on the sick list for the last two years are slightly improved.

Now, Brothers, will you please help me in getting news for the SIGNALMAN'S JOURNAL? Any news that you may have for the JOURNAL should be sent to me at my address.

JOHN J. KELLS,
320 Pine Street, Johnstown, Pa.

In Memoriam

Whereas: It has pleased Almighty God, who doeth all things well, to take from our midst to his eternal home, our beloved Brother Wallace W. Monroe, be it,

Resolved: That the sympathy of Greensburg Local, No. 62, Brotherhood of Railroad Signalmen of America, is hereby extended to our late Brother's family in their hour of bereavement, and, that they are commended to the care and protection of our Heavenly Father in their dark hour, and be it further,

Resolved: That a page in our minute book be dedicated to his memory, and be it further,

Resolved: That this resolution be printed in the SIGNALMAN'S JOURNAL and a copy sent to our Brother's family.

Committee,
C. A. BROWN,
V. J. KLITZ,
W. O. KORNRUMPH.

Lodge 68, D. L. & W.

We are started on the second quarter of 1931 and the last meeting in Hoboken looked like the Veterans Bureau after the Bonus Act was passed and our Dover meeting had faces there that looked good to all present.

Eric Johnson, our recording secretary, is at home again on the 4 to 12 at Grove St. Tower. Some fellows have all the luck.

William Brickman former Maintainer at Harrison has taken a Signalman's job in the gang. More power to you Bill, the picks and shovels won't be lonesome now.

Now Brothers, don't for get the meeting nights and your dues. If everyone pays his share it will not come hard on individuals. We meet every second Tuesday in Hoboken and every fourth Wednesday at Dover.

I'll be at the next meeting and next and next meeting looking you all up.

Until we meet,
HAYWIRE AL.

Lodge 72, Missouri Pacific System
Texas Lines

Our March 15th meeting which was held in Houston, Texas, was an enjoyable one and fairly well attended.

Meetings are to be held in Houston, every three months. To become acquainted with the many activities of our organization, all members should attend every meeting, if it is possible.

The I. & G. N. and H. B. T. are doing a good business and are installing some new signals, so come on and get 100 per cent paid-up.

At the close of the meeting, a round-table entertainment of songs, jokes, and recitations were enjoyed, with Brother Frank Paske, General Chairman, being master of ceremonies. His wit and talent was quite a treat to all.

C. C. PYLE,
Local Chairman.

Lodge 83, New York Central

Well, here we are once more, trying to write something interesting for our readers. We hope these items we write from time to time are acceptable. We don't know what more we could do to make them more so.

We had a nice meeting at Hotel Elkhart the evening of April 10th. About 40 members were present. Quite a delegation from local 38 were with us. We enjoyed them greatly. Come again boys. We had a nice little lunch after the meeting. Appreciated by all. That's the spirit. "When your enemy hungers give him meat; when he is thirstful give him drink." That's a quotation from the Bible. How often it is passed up, and a brick comes instead of a doughnut? The human heart, collectively speaking, is so far away from the spirit of true brotherhood, that about all you can find is a pulsating medium to sustain life. Love is forgotten. Many would rather hurl iron missiles than toss roses. They don't know that a rose, thrown in a spirit of love, will knock more sense into a man than an iron bolt, hurled in spite.

"The way to a man's heart is via his stomach." That quotation might do for a wife, but you've got to hit a man's heart to get him to do right in a business sense. Hit a man with a bolt and he will carry a painful memory with him for a long time. It's doubtful if he ever entirely recovers. Hit him with a little rose fluff of friendship and affection, he'll carry memories but they won't be painful. They'll go in deeper, be more abiding and effective.

Yes, it hit us pretty hard. The reduction cost us some good men. Lord! we were sorry to see them go.

There's one thing we wish to speak about. It may not strike you in the right spot, but its a rose truth. Why is it that so many of our older men are not exactly what they should be? Why are they not the real signalmen they should be? There is but one answer. Application. Go get your dictionary and learn the meaning of the word, then look down into your own conscience. If your heart doesn't rise up and condemn you, I'll eat your hat. Just a little more study—the dumber you are the more you must study—and a little less play will turn the trick.

Yes, we got it. That feed. On Saturday, April 11th, 10 of us were in Chicago for a good eating spell on E. L. M. Eddie had promised us a feed any time we got by a month without a failure. Well, we came so blamed near it for quite a spell that he thought we had it coming and so we got it and went to a good show afterwards. Thanks, Eddie. The boys surely appreciated your thoughtfulness.

Our brother, Grover Uhl, lost his mother on March 17th. We extend to him our condolence. Grover works at South Bend and is one of our old standbys. When a fellow lays her, who cared for him in his infancy and prayed for him in his later years, away, he has missed something that was dear to him.

Mother

We laid her peacefully away
To rest until awakening day.
No cares are there to vex the soul,
No toils to take, of life, their toll.
When Angels strike their harps of gold
And all the deeds of love are told,
Methinks the Lord will claim His own
And seat her by the Great White Throne.

Adieu
Ever yours,
OLP POP CURTIS.

Lodge 87, Northern Pacific

Spring is here, the second quarter cards are here, and some of the first quarter cards are still here.

That doesn't sound so good, but it's a fact nevertheless. If you can't pay a nickel a day for dues, what would you do if you were a clerk for fifteen a week? And if they keep on cutting that is where some of us are going to be. So let's be sports and pay up while we are still enjoying the fruits of organization. If you carry a paid up card, how about the man next to you? Think is over, brothers, and pay up.

VERN.

Lodge 90, Boston Terminal

Sunday, April 12th was a busy day all around. Starting signals 12 to 28 inclusive were put into service. The regular trick artists had to double through. Our Chief, Brother Norton and young Brother Adolfson were ably assisted by Brother Lonsdale on bridge 5. Cross-over 37-41 were also installed new the same day by the regular force.

Sunday, the 19th was another busy day for the gang. The old signals on bridge 5 were taken down.

The boys are playing baseball at noon times—some of the veterans from the old team of 1909 are still playing. At that time the Terminal played the Trainmen and both teams had new uniforms and high score. Among the spectators was a small

boy, who remarked: "You all look good in your new uniforms, but to play ball you are not worth a —."

Our financial secretary is still smiling, so I guess the dues are paid by all, up to to date,—if not, why not? The big Controlman is very anxious to know when the Brethren on the Boston and Maine are going to run another banquet and smoker.

More next month,

Fraternally yours,

516-A.

Lodge 91, C. I. & L.

Very nice meeting Sunday. Everyone kicked in on the arguing. Sure was surprised over the O. B. bond talk. I thought all maintainers were lazy, but it seems there are only five, myself included.

Clay Merchant will soon be out of school, figures on being back on the job about May 1st.

Ross Bough has 100 chicks. We will sure visit him in about six weeks. An invite like he put out could not be overlooked.

Hemp overlooked the date of meeting and went to Jeff. fishing. Don't tell me your sins don't find you out. The roof burned off the house where he was going, a ten gallon jar was broken in one of the rooms, he didn't catch any fish, had to pay his taxes and broke a front spring on the car. He will be at the next meeting.

Speaking of fishing. Bill Isbel came to the meeting with an idea for catching bass with a screen door. Not only that, but he believes it. Bill, some one will be having you hold a sack to catch snipe next.

Have you sent in your ground test yet?

There has been considerable worry on the part of trainmen and others as to the masked man riding a motor car near Orleans. We find it was nothing more formidable than Tim Schnick with a sock leg over his head and face. Whose hose was that Tim? It couldn't have been a sock.

Boy, I thought I had said everything, called them everything that was possible and still leave the nons some self-respect, but to date they continue to be the same gang, same men, same chin music, but no money. This month our Secretary had to send in the following 4th quarter cards. Sulivan, Mason, Capper, Philips, Leisure, Hoffa, Fisher and Huntington, to take their place in the Grand Lodge "Hall of Fame" along with the previous cards belonging to Ochs, Geabes, Faust, Stewart, Cooper, Jones, Lowe, Stone, and Quackenbush. I wonder if the Merchant's Credit Association in the various towns where you live show your rating as Grand Lodge has it. You gents had better get lined up and paid up for with the next 6 months the Committee is going to have a fight on their hands that will take some jack and above all, the support of a 100 per cent membership. Every Community, Church, Lodge and Association has just three kinds of men. Boosters, knockers, and gripers. Where do you stand? That story about being our brothers' keeper sure hits No. 91.

Please send me some items if you want to see your neighbor's name in print. He won't tell me about himself so it is up to you.

9155.

Lodge 94, Baltimore & Ohio

The Brothers of Winton Lodge, No. 94, mourn the loss of Brother Milton C. Howell, who passed away while at his work and was found by a fellow workman. He had been in the employ of the Baltimore and Ohio Railroad for the past thirty years, at Alida, Ind. Surviving him are his wife, Susan, and one son, Walter, also two brothers, Gains and Sam Howell.

Winton Lodge, No. 94, extends to the members of his sorrowing family their deepest sympathy and join with them in mourning the loss of our beloved Brother.

Don't forget that there is a regular meeting every third Sunday of each month, at Odd Fellow Temple, 7th & Elm Street, Cincinnati, Ohio.

CERTIFICATE 9432A.

Lodge 100, Los Angeles and Salt Lake

Owing to the number of changes that have taken place on the L. A. & S. L. we hardly know where we are at present, but hope that in the very near future the lay offs and other contributing factors will come to a close and we can again resume our duties to a normal degree once more.

Gang 4 on the Salt Lake Division has been abolished and these men have displaced elsewhere as long as their seniority would let them. Some of our good Brothers have been bumped so much they are about ready to give up the ship. We must bear in mind that seniority is one great thing for which our organization has fought for years and even though you think in your own mind that you should not be displaced remember that the agreement gives you the same privilege to displace the man younger than yourself. In some of our displacements the man displacing has had seniority and experience in one line of work, but not able to handle the position for which he desired to exercise his seniority. In this you must be sure that you are capable of handling the position before making that displacement. However, if you have the seniority and can fill the position your organization will do all possible to secure your rights. We do contend that if an employe has worked in this department a number of years he is most certainly entitled to a fair trial and will appeal any such cases to the highest tribunal to secure a just decision. There have been cases in the past where our older men were not given a fair trial and a personal feeling existed and a new employe was given preference. We intend that no such condition will exist in the future. Also, we must insist that our Members be qualified to perform the duties required when seeking a position.

Little can be said of a personal nature in our write-ups, but we must mention about our good Brother, Carl McBride, stepping out in a tuxedo and vamping the fair sex and here we thought he was going to get married and settle down to be a family man.

There are but four non-members on this division and if these men are not members at the next writing I will advertise the fact in these lines. Gang 1 and the Maintainers are 100 per cent so you can guess where the nons are located.

Your secretary has but one 1st quarter card left and 2nd quarter cards are going fast. Good work, Brothers, and we sure appreciate your co-operation. L. A. Division is only to Riverside now and we must keep everyone in good standing.

ED. J. HUME.

Lodge 102, Pennsylvania Railroad

What has happened to the attendance at our last couple of meetings. Sure is discouraging to the officers and the good old faithfuls who come out every meeting. Come on out and take an active part instead of sitting home and letting George do it.

It is the duty of every member to attend the meetings of the Local. Come on fellows, let's get out and make our meetings worth while.

A good many of the follows are still moving around so often we can't keep track of them. Some of them have come back to Trenton and I am sure some of the boys envy them.

We are pleased to see some of the assistants getting signalmen's jobs. Good luck to you fellows.

The annual banquet held by the employees of Telegraph and Signal Department, New York Zone, will be held at Hildebrechts Trenton, on Saturday evening, June 6th. Get your tickets early. It is going to be bigger and better this year.

There doesn't seem to be much news coming in these days so get busy and let me have any you hear.

J. E. M.

Lodge 103, C. B. & Q.

The regular meeting of Local 103 was held on Sunday, March 29, 1931 at the Labor Temple, Aurora, Ill.

The next meeting will be held at Galesburg, Ill., date to be stated later.

Now brothers, let us all come to the meetings at Galesburg.

There were several new faces at Aurora. Let us have some more new ones at the next meeting.

Brother Essman was not there account of sickness in the family. Hope that he will be able to attend the next meeting.

Fraternally yours,

CLARENCE WRIGHT.

Lodges 103 and 119, Burlington System

I have been receiving notes from the Signalmen on the Burlington, as I have not appeared in the columns of the JOURNAL for some time, not having any news in the way of a tonic.

As we all know, we are not passing through a cheerful period. The present day conditions remind me of the fable of the snake that was swallowing the frog, and the only recourse the frog had was to, at the same time, swallow the snake. In either case, it meant indigestion. With us, depression is the snake, and we have been trying to swallow it and believe it to be something else. I will not attempt to explain what it is all about, or the remedy, as the papers and radio have many explanations, but there is no noticeable result

yet. Should conditions begin to improve and continue in an upward trend, we will not forget the depression for a long time. With the coming Presidential election around the corner, it is a fact that this depression will be molded into thunder that will be hard for some of the politicians to withstand. Organized labor has stood firm, complained but not rebelled. Some wage standards have not been changed, but the yearly earnings have been reduced, which in the end means wage reduction to the employee.

We have been compelled to bear another burden not noticeable to the public, and that is, caring for near members of the family who have had the misfortune of being put out of work, or for relief of a neighbor's family. Community Chest budgets, welfare work, and other benevolent associations, whose source of support are the laboring man, all go toward making hard times for the man who is still employed. Probably you will say the wealthy are heavy contributors. Yes, they are. The income tax law is a great factor in making a selfish saint out of some hard fisted man who will run to a charity booth rather than give it up in taxes, but I must get back on the subject I was to write about, "Depression and the Signalman."

We on the Burlington are still here, and if we are not run over by some merchandise carrying truck will continue at the same old stand. It is the duty of every Signalman to make it his business to discourage his merchant using the truck to transport his goods. We on the Burlington have spent several days and nights trying to keep the freight and passenger business where it belongs, and I assure you, we have enjoyed wonderful results. It is our contention to continue hammering at our legislative representatives until we have the truck and bus placed under a ruling so we will be in a position to compete with them.

The Brotherhood on the Burlington is standing the acid test during these times. Never in the history of the organization have the men been as prompt in meeting their dues. We still have with us some who are still absorbing, but what big road hasn't? Our meetings are well attended. We held a special meeting at Kansas City, March 22, which was well attended. Some strange faces were there also.

A general discussion of the activities of the organization took place. Brother C. D. Martin was present and gave the men a report on the duties of our System Board of Adjustment, he being Vice Chairman of the Board.

During the meeting I was notified by telegram that I was the grand paw of a nine pound grandson who came while I was away. Naturally, I have no buttons on my vest now, but who cares. Spring is around the corner and I do not wear it in the summer anyway. This and other things, such as getting behind with my correspondnce is the cause of my absence at the meeting being held at Aurora, Ill., today. This makes the second meeting I have not attended for over five years, and I am hoping the men won't complain, although it might be the most enjoyable meeting yet, as they will not be bothered with my chatter.

Have only one construction gang left out of seven and they are at Galesburg, Ill., installing an electric interlocking plant and car retarders. I stopped off coming back from Chicago and had a visit with them, and found very little complaint from the men. They all stated that occasionally there were some NON'S who stopped as they went by to look the job over, and inquire when the job would be done and bulletined. Well, they will have to prove a direct inheritance if they land the job and do it themselves. I know they enjoy knowing when the NON borrows the JOURNAL and sneaks off by himself to get some information cheap. That is the reason they are mentioned. I know their policy of even getting information at another's expense.

The Maintainers have been piling up some signal performance records that are hard to shoot at, for three reasons. First, good maintainers, second, an ideal winter, third, old man depression got the purchasing agent's order blanks, and no material being bought for maintainers to do construction work with.

I am hopeful of the continued support of the organization, as there are several important questions being discussed between the management and the Brotherhood, and as soon as they are disposed of they will be notified. One in particular is the question of an assistant being furnished with a motor car and sent out by himself to do signal work. This question has been carried through the proper channels and up to the System Board. We are unable to get a decision, but it was remanded back to the management and committee for further discussion.

The old saying, that it is an ill wind that blows no good, has proven in these trying times, that the Brotherhood of Railroad Sngnalmen is here to stay, that in trying times its members are loyal to the management and will fight for them and the public, that they will shoulder added responsibilities and be patient to a reasonable end.

With kindest regards to all Brothers on other roads and my fellow members, I am

Fraternally yours,

C. L. ESSMAN,
General Chairman.

Lodge 104, Southern Pacific

We regret to report that Mrs. William Nail, beloved wife of Brother William Nail, of Acton, Calif., passed away recently and was buried at Bakersfield on March 31st. Local 104 sends its most sincere sympathy to our afflicted brother, we unite with him in his sorrow and join him in mourning his loss.

We have a considerable sick list at this time among them being Brother Stoddard who is seriously ill at the White Memorial Hospital, Asst. Supervisor Charlton at the Southern Pacific Hospital, and Brother "Cowboy" Lockard's wife who is under the weather at Pomona.

The meeting on April 4th was well attended, just as it should have been considering that Brother Brenizer's and Brother D. C. Miller's gangs were both in town. Brothers L. C. Stephens and Al Maass led the discussions and Brother Raynes answered them.

Things have opened up a little on the San Joaquin Div. at last. Brother Krout has a small gang installing signals in the Bakersfield yard, recalling Brothers Keeler and Massey from the Los Angeles Div.

It does not seem to be generally known that Group Life insurance premiums must be paid in advance when you are not working on account of sickness or on leave of absence, send it either by money order or check to C. M. Scott, Treasurer in care of the Signal Supervisor, do not fail to attend to this promptly as there is a question as to the collection of insurance if the premium is not paid promptly.

General Chairman Quinn breezed into town a few days ago as busy as a cranberry merchant on his way to El Paso and Tucson. He just stopped over between trains long enough to say "Hello." Did you notice his first issue of the Semaphore? There is a lot of good information in it, the plan of filing them as a source of answers to puzzling questions is a good one.

CERTIFICATE 10462.

Lodge 111, Oregon Short Line

If Mr. A. Perry had his way, apparently, the railroad would be required to furnish meals and berths to the deadbeat on the blind baggage. At least one would gather such an idea from a letter signed by Mr. A. Perry, and which was sent to the Editor of our JOURNAL. Before quoting "Mr. Perry's" letter I want to ask everyone to read it carefully. To my mind it brings a picture of the chronic nonmember, the one who is always hunting excuses; one who is out to grab everything he can for nothing, not willing to help bear his share of the load but always ready to criticize the fellows who have their shoulders to the wheel. Further, when I don't suit the brothers on this railroad I am ready to step out without any hard feelings, and I sincerely hope that the time would never come when I would not have a paid up card in my pocket. I am of the opinion that "Mr. Perry" is one of those fellows who are a little careless with things belonging to the other man, as he seems to be enjoying the benefits that white men secured for him, and, I believe, that the real honest to goodness lousy crum is the fellow who is ashamed to sign his name to anything he has written. I believe he means to convey the thought that his excuse for being a no-bill is the articles appearing in the JOURNAL. When this crum is located, if he ever is, I will venture to say he will be found to be one of the chronic parasites. Now for his letter. No originating place on it.

April 14, '31.

"Dear Edito Please In the future when you get a letter from local No 111 O. S. L. where the greaver is Insulting a Brother for not being longing to the Brother Hood Please dont write it This is the only local In your Magazine that dose it Thes Men would of been Back long a gow only for this articles

Your truly

A. Perry.

The misspelling is "Mr. Perry's," no doubt done purposely.

Have not got a complete line up yet of the recent bumping fest but the latest I have is Girany cancelled his bump on Nampa and bumped in at Kimama; Brother Clements bumped at Kemmerer. Don't know where Brother Elbers bumped.

J. E. HANCHETT.

Lodge 128, T. & O. C.

It has been some time since you've heard from Local 128, but we are still alive and going strong.

C. D. West and W. E. White's construction gangs are both still working hard and completing some nice jobs. White's gang is about ready to complete the Arlington, Ohio, Automatic Interlocking plant, at the A. C. & Y. and T. & O. C. crossing. C. D. West's gang is at Steelton, Ohio, doing maintenance work at present.

The signal department of the T. & O. C. is certainly doing their best to have Signalmen in the future as we have seven proud fathers since the first of the year. They are Brothers R. F. Good, G. R. Brewer, Paul Hasson, Austin Weyand, Pearl Paxton, Charles Elliot, and Harold Hogan. So we wish them all good luck and happiness.

Well fellows, the second quarter dues are way past due so all those who are in arrears snap into it and let's get a lot of paid up cards traveling around instead of making those poor little cards wait for their owners to send for them. You can send your dues to Harry A. Scott, Jr., 1006 Peidmont Rd., Charleston, W. Va.; or Howard V. McKellips, c/o Chittenden Hotel, Columbus, Ohio, and receive your card within a few days. Also *Remember* that we hold a meeting the fourth Sunday of each month at the Chittenden Hotel, Columbus, Ohio, at 2:30 P. M., so all you fellows make yourselves known and come around once in a while. We would also like to see some brothers from some of the other locals up to one of our meetings if possible.

CORRESPONDENT.

Lodge 130, Chicago & Northwestern

Brothers this is getting to be more of a job every time. With the number of members in our local we should have a splendid write-up in each month's Journal. I know you all enjoy reading it, so why not make them more enjoyable by *you* doing your part. Certain brothers promised to send in more news than the JOURNAL could print but I haven't received any as yet, so get busy, boys.

I see where some locals are appointing a special committee on a membership drive and one of these locals had as a result, after three days work, 15 reinstatements and 4 applications for membership. Not bad, eh? Well, let's wake up to the fact that we can do the same. Just think what a load we would be taking off our financial secretary treasurer as you all know Bro. Becker has always done more than his share, so, brothers, let's get after those who are still riding on the shoulders of the rest of us.

Had our usual attendance at last meeting. Now, some of you dues payers, when you start tuning in on the radio, just remember the B. R. S. of A. helped to make these enjoyable conditions for you so don't neglect the hand that's helping you. Be sure to come up to the next meeting, brothers.

The Terminal voted for force reduction. Haven't heard as yet what the outside brothers did.

Well brothers the local is getting along slow but sure, they instructed the trustees to buy a bond for $500.00 from our bank.

Here is some sad news for you. At the last meeting I had to write out 8 withdrawal cards. Bro. Roy Wells being one of them, sent in his resignation as trustee. Bro. Harry Hutcheon was elected unanimously to fill this vacancy.

Our Bro. Headbloom came back in on a withdrawal card.

Bro. Gallup, Signal helper at Wells St. has left the Signal Department. Andy's new title is passenger brakeman of the C. & N. W. railroad. So we won't be losing sight of him altogether, and here's telling the world that brakemen are getting one fine fellow. Lots of luck, Andy.

Bro. Nick Bloom, I see you allowed a little April shower to spoil that good attendance you have been having the last few months, or did you leave your rubbers on the job?

It is time to retire; past midnight—so I write "finish." Hoping to see a good attendance at the next meeting.

As requested by the local here is the "non" list.

Terminal

Albert Victorine, Lake St., 2nd.
Victor Ligman, Lake St., 3rd.
Edward Verheecke, Mayfair, 2nd.
Clifford Gray, Melrose Park.
Robert Kelly, Kelly's Gang.
Harold Frey, Ziehlke's Gang.

Ineligible

Harold Anderson, Lake St., 1st.
Charles McDonald, Deering, 3rd.

Galena Division

Charles Straughn, Sterling.
Ray Salmon, Nelson.
R. Wheeland, West Chicago.
Charles Carlson, Wheaton.

LES. KADUNZ.

Lodge 132, St. Louis Terminal

Local 132 had a very nice meeting on April 15th and had a very good attendance. The brothers who do not come out to our meetings know they are really missing something. We are having some mighty nice talks about conditions as they are today. Several of the brothers made good talks on these questions, and Brother John Tendick spoke very well on the price of living and Conditions that are in effect today.

We understand that the big shots in the fishing game are at work. Brother Drodge at Madison tells of a catch of 3,000 pounds the other day. That beats Brother Joe Schwartz record by 2,099 pounds.

The baseball season is now on in full swing. Brother Parkhurst has his team all lined up and is taking on all comers. If there is any signal department ball teams, they should get in touch with Brother Parkhurst at Valley Junction Tower.

Since the reduction of forces on the Terminal Railroad at St. Louis, some of the leading maintainers have been driven to the extreme; as we notice one of them at Tower No. 1 is smoking a pipe with a 9-inch stem.

Brother Hayes was seen at the last meeting in deep conference with a brother. After the meeting was over I asked this brother what the trouble was and he told me Brother Hayes has been having trouble making a lawn grow in his front yard. It seems Brother Hayes has tried all kinds of seed without any success. Brother Hayes would like to get a good grass growing recipe. Any brother that has one please get in touch with Brother James Hayes at 8506 W. Main St., Belleville, Ill. I would suggest that Brother Hayes pave his front yard with cement and then paint it green. If would save him a lot of work as he would not have to push the lawn mower all summer.

Brothers, if you have any news to put in the SIGNALMAN'S JOURNAL please mail it to me or give it to Brother Wilhelm at Tower No. 3, or to Brother Degenhart.

W. O. M.

Lodge 137, Louisville & Nashville

Regular meeting of Local 137 held in Flomaton, Ala., April 19th. Chief Signalman D. L. Pope and L. B. Hale, Secretary, only officers present. Others filling the chair. The regular routine of business came up in order, chief of which was paying dues for the current quarter. Most everyone on the N. O. & M. are paid up except the regular "nons" of which there are four, two of them have promised to come in and have paid a small down payment on the reinstatement fee.

It seems that the M. & M. have their usual quota of nons also and the secretary doesn't see any way to get them to pay up.

Brothers Huggins and Pope of Flomaton are laying rail at this writing. The writer hasn't anything on the activities of the other Brothers on the M. & M. Division.

The rail laying is about done on the N. O. & M. Division except a small amount through the yards at Ocean Springs, and then we will settle down to making primary battery and chasing trouble as those two things will keep us busy, other things go neglected.

Train Stop Maintainer Bragg, is working at the sub station at Biloxi this week having gone over the station at Chef Mentuir a few days ago.

Signal maintainer Johnson, Bay St. Louis bought himself a "Lockwood Ash" marine engine, getting ready for the fishing season, I suppose.

Brother Harvey Walker of Mobile is expecting to be called home as his Father is very sick just now.

The writer would like to see a write-up from the Chicago Division of the C. M. & St. P. Maybe I would see some familiar names of the boys in Bert Long's gang.

Yours until next month,

CERT. 1351C.

Lodge 141, Texas & Pacific

Regular meeting was held at Ft. Worth, April 19th. Those failing to attend this meeting were numerous, however it was interesting. Certain matters pertaining to the organization were disposed of and trust that it will be to the satisfaction of all concerned.

An inspection party, consisting of Signal Engineer, Mr. Weatherby, Inspectors Graves and Yearrell and Supervisor Bel-

vin, was over the Ft. Worth District this week, and we trust their findings were such to avoid severe criticisms and yet not warrant the extension of territory, since any further extensions would possibly mean an unsatisfactory grade on next inspection.

While riding over the territory of Maintainer E. E. Brown, it was observed that immediately behind some of his locations was placed a piece of yellow cloth upon the fence, and upon inquiry as to the meaning was advised that this was to indicate that this location was ready for inspection and that such arrangement had been made between he and Inspector Graves.

We now have on hand a large number of First-Quarter cards yet undelivered and we trust that by the time this issue of the JOURNAL reaches you that you will take them up if you have not already done so.

It is again being talked that we are to get a new plant at Union Station, Ft. Worth, and it is hoped that this may materialize as it will greatly benefit the department, as we are having only small jobs at the present.

Brother Murrell has recently placed in service the automatic interlocker at S. W. crossing and has gone to Paris for the purpose of constructing an interlocker there.

Brothers Morris and Burkholder are on the Louisiana Division installing a flasher and moving some signals.

We are yet unable to get any assistance from the Rio Grande Division or the Louisiana Division in the way of correspondents for our JOURNAL and we truly hope that soon we may be able to induce some member on each of these divisions to assist us in making our items more interesting for all concerned.

If your dues are paid ask your neighbor if he has paid his and if you are not paid up, join your neighbor in paying up at once and help to make your local one hundred per cent, as beginning with the third quarter it will be our intention to publish in the columns of the JOURNAL the "NONS" on this system.

My wife and I are both sick with a cold, very pleasant company.

SANDY.

Lodge 156, A. T. & S. F.

Brothers, all I know is just what I hear from each of you, and as you know I don't know very much and hear less than that.

I've had the gang on my hands for the past week account of moving a couple of signals. The gang is 100 per cent loyal blue, consisting of Brothers Madsen, Watkins, Toler, Ebert and Urion.

The axe fell about two weeks ago and caught Brothers Enderly, DeJarnett and Ivie right where an old rooster gets it, when some good cook decides to have chicken and noodles.

I am told that Brother Bill Russell has been released from the hospital and I guess he is at home in Richmond. Had a letter from Brother Dave Lamb awhile back and he says he is improving right along and hopes to be back among us in another 6 or 8 months. Here's wishing you a complete recovery Dave, old scout.

A certain Brother told me the other day that his wife hoped I kept writing until a Tallow dog caught an Asbestos cat in hell. I wonder if she meant it or was she joking? Well, that is a long hard sentence, especially if you all stay as quiet as you have in the past.

I just received my April JOURNAL today and so help me Hanner, I couldn't find a word from Carrollton, No. 20, or my old friend Pope Walch. What's the matter Joe, you no gotta da ambish?

Here is my little recopy from Vol. 1, No. 4, April, 1920. "On a Policeman." The other day I pinched a speeder who was hitting 'em up faster than we allow here in town, and I brought him in to court. Gee, he was mad. He talked to me all the way to the station. He repeatedly informed me that I was a damned blockhead. I told the Judge about it. After the fellow paid his fine, the court told him he ought not to call a policeman names.

"Then," said the fellow, "I can't call a policeman a damn blockhead?"

"Certainly not," said the judge. "You must not insult the police."

"But you wouldn't mind if I called a damn blockhead a policeman, would you?" he wanted to know.

The judge smiled. "Of course not," he said.

The fellow turned to me, tipped his hat and said: "Good-bye, *Policeman!*"

Then he went away—and it's a good thing he did.

Brothers, I get a great thrill from looking over the back numbers of our JOURNAL and see the great improvement made, and to read some of the troublesome correspondence Brother Helt had to take care of during the hectic days of 1920-21 and 22.

Well brothers, I guess I've broadcast my limit for tonight so once again please remember, if you like this help me out with a few notes and if you don't like it say so and elect someone to take my place. I'll retire whenever you say the word. Adios.

ROY TEFFT, 2081.

Lodge 159, D. L. & W.

Local 159 held their regular meeting at Buffalo, New York, on Sunday, March 29th. It was a pretty good turnout, but it could have been somewhat better. Come on brothers, why don't you attend to your meetings? They are only held once a month and the least a brother could do is to attend. It only takes an hour or so and you would know where you stand. Kindly give your officers a little support and show them you are in back of them. They are working for your benefit, so let's have a good turnout at the next meeting. We will be in Buffalo again in May, so come on Buffalo, attend your meetings. It is worth while just to hear your General Chairman, John F. Hogan. He travels from Hoboken to be with you so give him a good gang as he sure lives up to his name, "Johnnie on the Spot." I want to ask the following Brothers to excuse me this time. I am talking to Brothers Bert Besser (hope your eye is better Bert) also Frank Kroboth, Fred Hartman and above all Bill Laurie. We want to thank you for the use of your car Bill, old boy. We sure did have a good time at Pearl Street.

Well boys, we are ready for the clam bake again. It will be held on August 16th, at Rocky Glen Annes and there is a good time in store for all because Brother Frank Joyce is again General Chairman of the doings and he is hard at it already, so give him some support and Frankie will put it over big with the help of Brother Davies and Sponnie—I mean Mr. Ralph Nichlos Wardell.

Brothers, it is going to be easy to attend. If any brother wishes to go and thinks five dollars is too much at this time, we are making it very easy. Just send one dollar per month to R. N. Wardell at Scranton and when you have sent the five he will send your ticket and after you find you cannot attend, your five dollars will be turned over to union dues, so you cannot lose either way. What could be fairer? All that we ask is give the committee a fair break and they have a good time waiting for you. Will give you more on it the next time.

Yours for a good turnout at the next meeting. Come around boys, we have a surprise for you. Don't forget.

CHAS. GAUGHAN.

IN MEMORIAM

Brother Charles Fuller

Local Chairman S. & U. Division

Whereas, it has pleased God in his wisdom and mercy to call unto Himself one of our brothers from this vale of tears, Charles Fuller, of Oswego, N. Y., and a faithful member of Local No. 159, B. R. S. of A., who has passed on into the great beyond,

Be it therefore resolved, that we bow in humble submission to the will of God and that we, the members of Local No. 159, bow our heads in sorrow with the bereaved family. at the passing of this beloved brother,

Be it further resolved, that with the passing of Brother Fuller, Local No. 159, B. R. S. of A., and the members of the Syracuse & Utica Division and General System Committee, has suffered a severe loss.

Be it further resolved, that a copy of these resolutions be spread upon the minutes of this local, a copy sent to the bereaved family and a copy be sent to the SIGNALMAN'S JOURNAL for publication, and that our charter be draped for a period of 30 days.

ALVIN DAVIES, Chief Signalman,
R. N. WARDELL, Financial Sec'y,
CHARLES GAUGHAN, Rec. Sec'y.

Brother John Stone, Jr.

Again the angel of death has entered into our ranks and taken from our midst a good and worthy brother, John Stone, Jr., who departed from this earth on Wednesday, March 18th. Brother Stone, taken in the prime of life at the age of 36 years, leaves a wife and four children.

Resolved, that we bow in submission to the will of God, the wise and just architect and builder of the universe. We the members of Scranton Lodge, No. 159, bow our heads and hearts in sorrow with the be-

reaved family, relatives and friends at the passing of this beloved brother.

Resolved, that in this sad hour of trial that the bereaved famliy, relatives and friends may find solace in the knowledge that John Stone, Jr., was a just and upright husband and citizen, fearless in his conduct toward all. The high regard held, by him and all that knew him, is but a reflection of the noble character that passed from our midst.

Resolved, that a copy of these resolutions be spread on the minutes of the next meeting of Local, No. 159, a copy sent to the bereaved family, and a copy sent to Grand Lodge for publication in the SIGNALMAN'S JOURNAL, and our charter be draped for a period of thirty days.

ALVIN W. DAVIES, Chief Signalman,
R. N. WARDELL, Financial Sec'y,
CHARLES GAUGHAN, Rec. Sec'y.

Lodge 161, A. T. & S. F.

Brother Abercrombie has been bumped by Brother Baldwin.

Brother East is the proud father of a fine big boy. Local 161 wishes to extend its congratulations to this young couple. (Grandpa McBride, WELL, WELL!)

Our April meeting was held at La Junta, and had a fairly good turnout. A number of important subjects was discussed.

At this writing a few men have been called back to work to install order boards on the new line from Amarillo to Boise City.

Brother Moser has been issued a withdrawal card.

In case you have forgotten where to send your dues, the address is Canadian, Texas, Box 91.

Fraternally yours,
C. H. ENOCH.

Lodge 171, New York Subways

Well boys, things are quiet around New York. It is regretable that there is no contract in view as yet, so the brothers who are still out of work must be patient for a while as nothing can be done for them.

All the signal departments of all railroads in and around New York have been notified that B. R. S. of A. members are available for work, and the brothers will be notified if anything turns up.

Your officers are on the job I assure you.

Those brothers who desire withdrawal cards may obtain same if they have paid their dues. Those brothers who have not paid their dues should come to the meeting and have the matter fixed.

It is most discouraging to note several brothers who were elected to office have neither been present at the meeting nor made an attempt to pay their dues, so you brothers involved should make up your mind as to what you intend to do. Don't forget that if the officers do not attend the meetings the other brothers cannot be expected to attend, so let's be thorough in what we have started and be present at the next meeting.

Welcome to our circle, Brothers Gould and Hartnett. We need you at the meetings, so keep the second Tuesday of each month in mind.

By the way, our financial secretary and treasurer has been very busy with his quarterly report and the trustees found everything O. K.

A vote of thanks is extended to you Brother Warner for the good work.

There is nothing more to tell you brothers this month so I will give the space to someone else.

J. M. KENNEDY, R. S. 171.

Lodge 172, A. T. & S. F.

A regular meeting was held at Kingman, Arizona, on April 12, and was well attended. It was decided to hold the next meeting at Albuquerque, May 3, this meeting to be joint with Local 161 if possible. Come and bring a man with you.

The June meeting will be held at Needles, Calif., on June 14. Let's have a good turnout.

Local 172 has increased its membership steadily since it started in January. Keep up the support.

Brother Hildebrand's new address is Correo, New Mexico, via Suwanee. We have a good start now, keep sending in the dues regularly.

Brother Maffet has gone back to the Western Lines to work at Amarillo, Texas, on an interlocking job. Brother White, the blacksmith, quit last month and went back to Los Angeles. Two loyal brothers, both boosters, who Local 172 are sorry to lose.

17202.

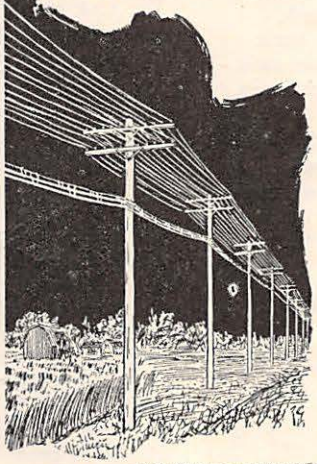
FREE!
Lamp Brushes

To our friends, the men who maintain lamps on America's railroads, we will be glad to send two of these handy lamp brushes free.

These Fortnite brushes are especially made to make the job of cleaning and lighting lamps easy. There are no strings attached to this free offer . . . just send your name and address to the Fortnite Department.

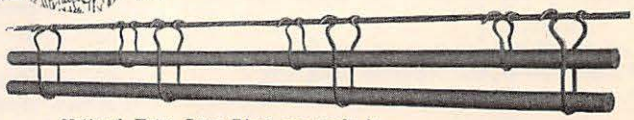
Standard Oil Company
(Indiana)
910 S. Michigan Ave., Chicago, Ill.

NATIONAL *Extra Long* CABLE RINGS
Save Labor . . . Time . . . and Material



When, as frequently happens, you must have additional cable facilities, to care for either temporary or permanent requirements, you are faced with the necessity of another strand. This means real expense, in time, material and labor, to say nothing of service interruptions.

The National Extra Long Cable Ring is the economic, efficient answer to your problem. These "Nationals" permit the placing of a second cable on the existing strand. Visualize what savings this means. National Extra Long Rings will give you an efficient, neat appearing, satisfactory job at minimum costs. In using National Extra Long Rings the general practice is to place on the strand an extra long ring of the same diameter as those already there. Write for prices, sample and details.



National Extra Long Rings are made in Six sizes to fit all sizes of strand:
1½", 2", 2½", 3", 3½", 4"

The NATIONAL TELEPHONE SUPPLY CO.
5100 Superior Ave. Cleveland, Ohio

A Page of Poems

Conducted by "Pop" Curtis

Brotherhood members and their families are invited to contribute verses on any subject of general interest. Verses must be original and signed with the author's name. If requested, names will be omitted when verses are published. "Pop" will be glad to compose verses for you on any subject if you will send him complete data. Send all contributions direct to F. S. Curtis, 600 E. Indiana Ave., Elkhart, Indiana.

Cover Them Over

Cover them over, the loved ones now gone,
Vacant their place at the fireside and home.
Deck them with garlands, those dear ones of ours,
And cover them over with beautiful flowers.

Cover them over, we laid them away
Safe in the tomb till awakening day.
Cover them over, yes cover complete,
Cover them over in memory sweet.

Cover them over, we honor them yet,
Cover them over, we cannot forget.
Cover them over with blue and with gold,
Cover them over, the young and the old.
Cover them over. How silent they lie,
Hid from the scenes of the earth and the sky.
Cover them over, the hearts that have bled,
Cover them over with yellow and red.

Cover them over, gray, khaki and blue,
They gave up their all for the country and you.
Deck them with roses, those heroes of ours,
And cover them over with beautiful flowers.

—*F. S. Curtis.*

A Railroad Cross-Tie

I am a lone tie in the railroad track,
Soaked in creosote and laid on my back.
Across me are placed the heavy steel rails,
Fastened to me with the most cruel nails.

Day and night, most quiet and still,
I lay on my back, a poor railroad sill.
Yet what would they do without my support?
The nation's wealth they could not transport.

Passengers ride very quietly by,
Only when I most snugly lie;
In the shallow bed, prepared for me,
Tamped in so tight I can't wiggle free.

Should I get nervous and move out of place,
Get out of bed, or turn on my face,
Those who travel begin to complain
And cast reproach on the finest train.

At times my life seems to be very short.
A train off the rails will on me disport,
Most cruelly cut and grind into me,
And that is the end of this tie, you see.

If nothing occurs to crush me or mar,
The trains will pass without jolt or jar.
I live a long life, perhaps twenty years,
Bearing the traffic, its noise in my ears.

Yet never a thought is given me
By those who ride for they cannot see
The important part I am to the track,
As I lay all these years on my poor little back.

—*G. K. Albert.*

Jumbled Jungle Jumbles

It was summer in the Jungles,
Many snow banks we could see.
We saw a tiger in a hat
A waltzing with a flea.

A tawny lion tumbled
And a leopard shook with fright,
When a crippled rabbit slapped them
And roared with all his might.

We saw a rhino running
With his head between his legs,
While a cunning little elephant
Was rolling Easter eggs.

An oyster sang a solo
While a cow was chewing soup,
And a little baby hippo
Was dying with the croup.

When things became more scenic
We took another drink,
And straightway saw a zebra
Washing turnips in a sink.

—*G. W. M.*

The Pumpkin and the Acorn

Did you ever hear the story
Isaac Newton often told,
'Bout why acorns grew
Upon a tree so grand,
While a big thing like a pumpkin
Grew upon a little vine?
He couldn't figure out
The Lord's command.
He could calculate on nature
And diagnose her laws,
Direct and inverse proportions,
He could chew it with his jaws.
He could chase the rainbow colors,
He could tell when planets jumped,
But the pumpkin and the acorn
Had him stumped.
Then one day while he was sitting
Underneath a large oak tree,
An acorn fell and hit his hairless head,
A wond'rous light was breaking,
And he said, "I see, I see!
Had that been a pumpkin,
'Twould have knocked me dead."

—*F. S. Curtis.*

School Memories

There's the bell of old,
That to us once told
The time for us had begun,
And, too, the time when day was done.

I see the teacher so dear
Whom we all did fear,
Sitting there so bold and tall,
Looking sternly at us all.

I can hear the pupils' laughs
When recess time came,
Some studying for the next class,
Some singing the songs of fame.

There's Millie with a face so bright
And cheerful throughout the day.
I can see Charlotte, the beautiful sight,
Who now is so old and gray.

Alas! but time has flown,
And no more we school attend,
Though in our hearts we all do moan
For school, our lifelong friend.

—*Minnie Idarole, 16 years old.*

The Amphibians

A frog is an amphibian with long legs and feet,
Considered by diners a good thing to eat.
At home it is, in water, on land,
Makes as much noise as an orchestra band.
The one we use in our right of way
Does not make noise or in water display.
It rests snugly on its flat steel back
And swings the trains to another track.
It took its name from its animal kin
Because, in its shape, it looks like him.
In conclusion, we say one frog is a toad,
While the other frog is a part of our road.

—*G. K. Albert.*

Companionship

A boy, a girl, a morning train,
The fog-bound station and pelting rain,
Seated together and thoughts exchanged,
Pleasant ride, a meeting arranged.

A date that night, a wonderful show,
Comfortable seats in the second row.
Homeward bound, a squeeze, a kiss,
A wonderful moment of heavenly bliss.

An auto, a child, a country home,
And a garden wherein it may roam.
White hair, wrinkled face, then a cane,
Short life, not complete, who was to blame?

Spring and summer and winter again,
One more face on memory lane.
Months and years in that happy home,
Once again one must travel alone.

—*Walter Apostolik.*

Have You the Chapters on American Railway Signaling Principles and Practices?

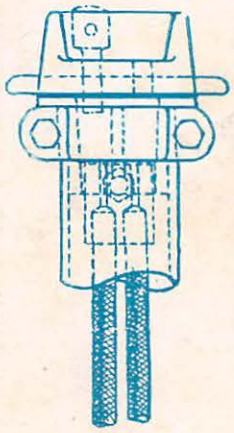
We suggest that all men engaged in railway signaling who are interested in improving their technical knowledge of their profession should provide themselves with a complete set of chapters on American Railway Signaling Principles and Practices.

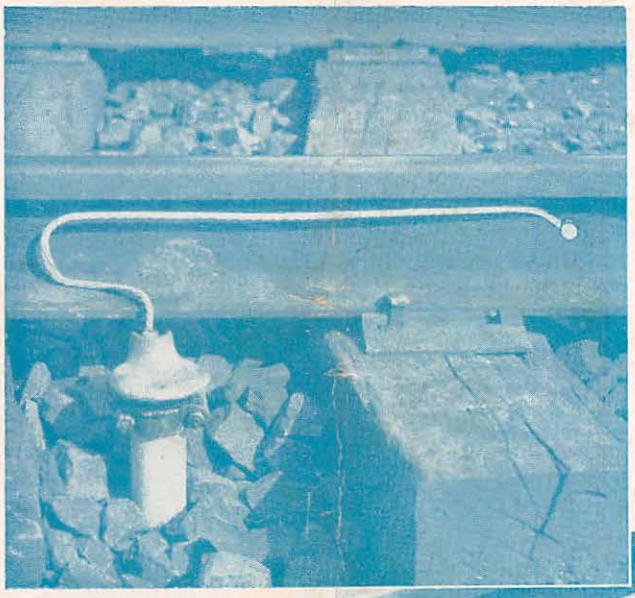
The Signal Section American Railway Association is engaged in the preparation of twenty-six educational chapters each covering a certain phase of signaling. The chapters are issued as paper-covered pamphlets, fully illustrated, and are pocket size, 6 by 9 inches.

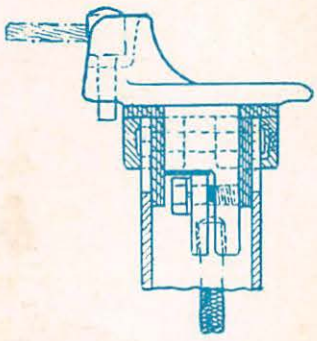
To date, the following twelve chapters have been issued:

Chapter	*Price* *Railroad Employees*	*Non-railroad Employees*
II—Symbols, Aspects and Indications	**20c**	**30c**
V—Batteries	**20c**	**30c**
VI—Direct Current Relays	**15c**	**25c**
VII—Direct Current Track Circuits	**15c**	**25c**
VIII—Transformers	**15c**	**25c**
IX—Rectifiers (including fundamental theory of alternating currents)	**25c**	**35c**
X—Alternating Current Relays	**15c**	**25c**
XI—Alternating Current Track Circuits	**25c**	**35c**
XII—Semaphore Signals	**25c**	**35c**
XIII—Light Signals	**25c**	**35c**
XVIII—Electro-Pneumatic Interlocking	**25c**	**35c**
XXIII—Highway Crossing Protection	**10c**	**20c**

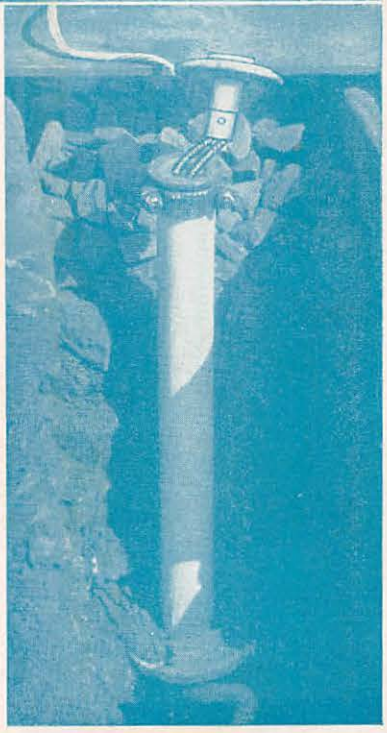
Mail orders, addressed to the SIGNAL SECTION, American Railway Association, 30 Vesey St., New York, N. Y., when accompanied by proper remittance, will be promptly filled.







No Twisting or Breaking of Track Wires



The "Union" bootleg has two important features. The first is this: The wire is clamped between the halves of the connector and at the same time supported by two ridges which grip the insulation. This support prevents any movement which might tend to break the wire.

The second, and equally important feature is: There is no tendency to twist the wire in making up the joint, and the cause of most breakages of track wire is thus eliminated. Solid copper wire Nos. 6, 8 or 9 B. & S. G., or their equivalent in flexible or stranded wire may be used in this bootleg.

Specify this bootleg for track connections pipe or concrete pedestal mounting as desired.

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